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Volume CLXXXI No. 2371 The SPHERE, London, June 30, 1945

THE SPHERE
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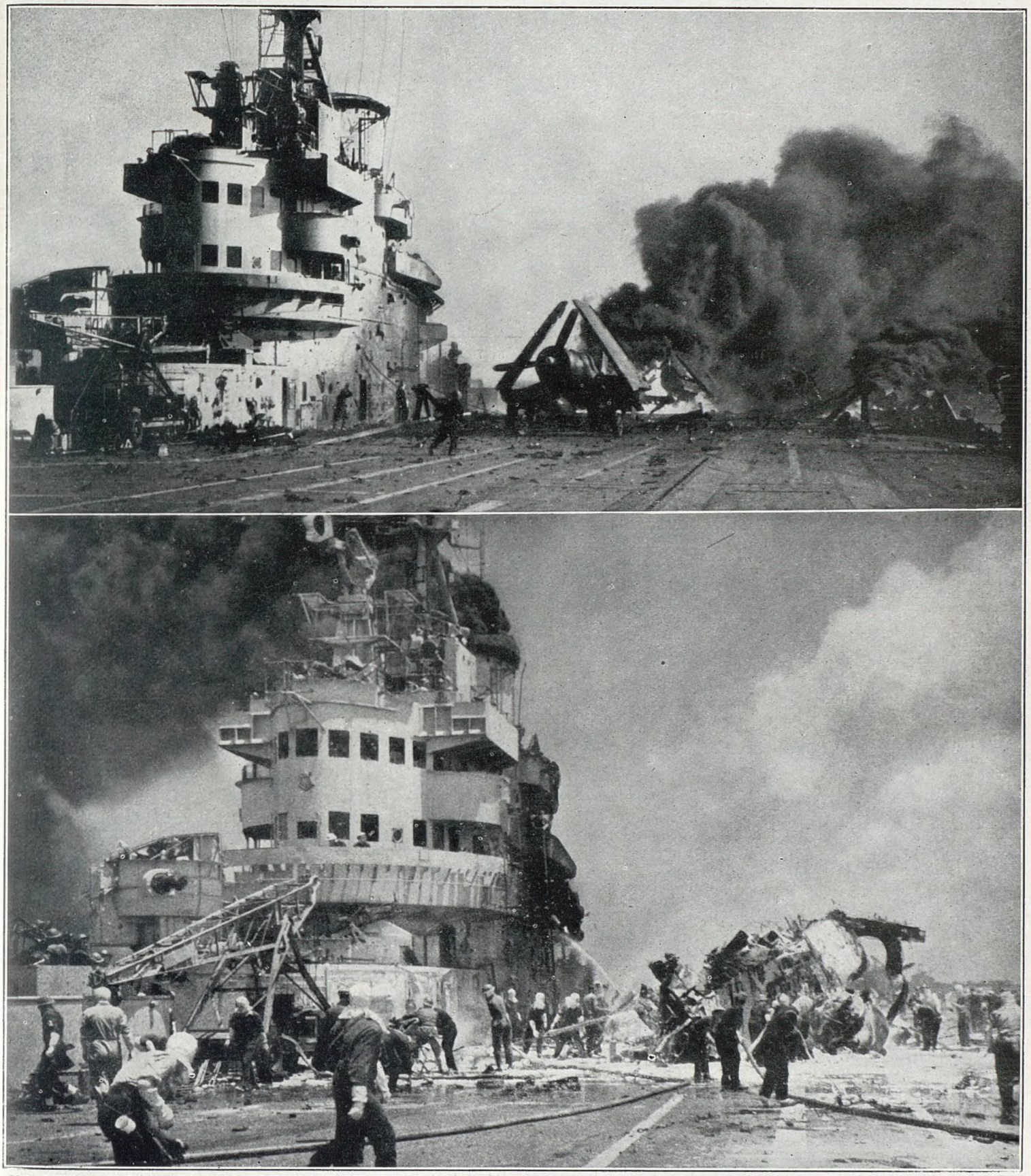

JAP SUICIDE PLANES ATTACK A BRITISH CARRIER IN JAPANESE WATERS: TWO UNIQUE PICTURES FROM THE PACIFIC SHOWING THE SCENE ON THE FLIGHT DECK AFTER A JAP SUICIDE PILOT HAD CRASHED HIS AIRCRAFT ALONGSIDE THE CONTROL TOWER

A feature of the recent naval operations off the Sakishima islands in support of the Okinawa invasion was the suicide attacks by Japanese aircraft on the warships taking part. Seven Jap pilots have been reported as having deliberately crashed their planes on British vessels, including two aircraft-carriers. Not one of the ships attacked in this manner was out of action for more than two hours. The upper picture given here was taken just after the pilot had finished his suicide dive, with his plane burning fiercely and sending up dense columns of black smoke: when the lower picture was taken, the flames had already been subdued and the wrecked plane was smothered in foam. The control-tower on the left still functions, and comparatively little damage appears to have been sustained by the carrier by this desperate enemy manœuvre

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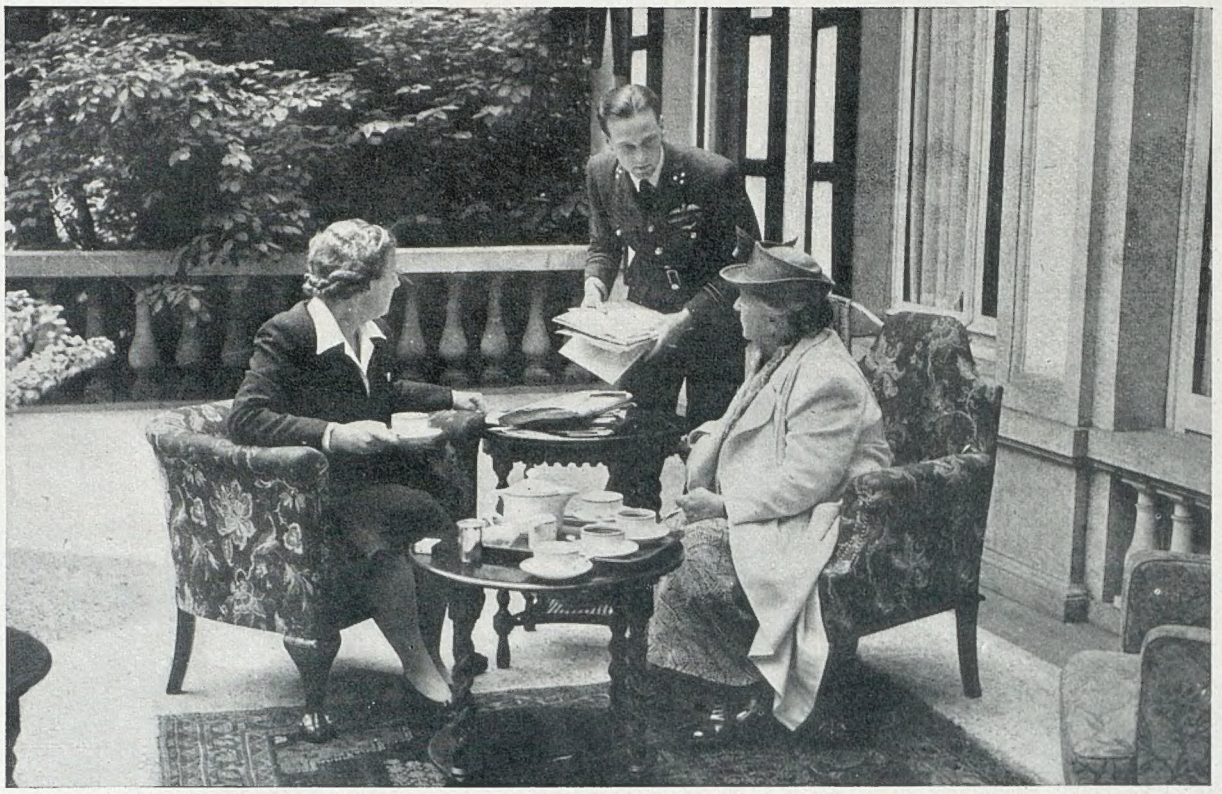
A WAR NEWSLETTER —No. 304

1, NEW OXFORD STREET, W.C.1.

Welcome Signs of Progress.—The week-end of mid-June brought several welcome signs of progress despite, and in the harlequinade of, electioneering. The whole House and country welcomed the British offer to India, a sincere and large-scale effort to end the deadlock since the Cripps proposals were refused, to secure a united front in the war against Japan, to forget old grievances, and to give to Indians the best possible opportunity to show that that great country can, and will, govern herself—in short, to Indianise the Viceroy's Executive Council and reserve to Britain only the seat of the Commander-in-Chief. If the two contending great parties—Moslems and Hindoos—can compose their differences, they have from to-day Dominion status offered to them to all intents. Another bright item: The Premier will go to the Big Three Conference with the Leader of the Opposition. Thus (whatever the result on July 12) the likely Premier of the new Government will be of the Council of Three and in its counsels. That wise step lifts Foreign Affairs out of the haphazards of party politics and lifts them at last to a *national* status, if, indeed, the Labour Party Caucus is prepared to think again and suffer Socialist Premiers to represent the nation and not a single party. And a third item, not less desirable on a long view: M. Herriot, it is reported, is coming to London. He holds no official status, I believe, to discuss Levantine or any other great matters of mutual interest to France and Britain. But he is one of France's big men and elder statesmen, and he is, in France (what Roosevelt was and Eisenhower is, in America), resolute to sweep aside all petty misunderstandings between nations, which simply must be trusted allies and loyal friends; and he seeks to achieve his object by speaking the truth, by generosity and by largeness of mind.

O Mighty Cæsar!—So Ribbentrop, "the modern Metternich," is taken, caught skulking in a common lodging-house in his birthday suit, like any common criminal. Of all the Nazi bosses, this one (next to Hitler and Himmler) is most loathsome to me. I doubt if he had even the rat's courage which they perhaps showed. His quality was vanity, an obscene, ridiculous, total vanity. Hitler rose upon Ribbentrop's social ladder. Ribbentrop's vanity was built in the belief: "I *made* Adolf Hitler." He believed himself to be too clever for words; he had diplomatic triumph after triumph—the triumphs, of course, of force, not skill or wisdom or influence. And now he is in the net, squirming; and his letter to "Vincent Churchill" recalls Boney's letter to the Regent. Like Boney (and like Monmouth in the jimjams), he throws himself on the known *justice* of the British. He was so sure he knew the British through and through, and saw through them too. And now perhaps he will be able to put his knowledge to the proof. Myself, I hope he was *not* right about our national softness. Already he has drained the dregs of his own sweet champagne, and those dregs were bitter and nasty. He is due for a final kick.

One Hundred and Thirty Years Ago.—I write this note on June 18. It is 130 years since Wellington thrashed Bonaparte (as every child can tell). It was a glorious victory, which put paid to the career of the most brilliant of all would-be world tyrants, and assured world peace for the longest period in history, *pace* Clio. Of all our friends (and enemies) who, as Thackeray wrote in *Vanity Fair*, "took their share and fought like men in the great field," let us take a look at the progress reports. The French have been through three major wars for bare existence since then, and, it must be confessed, are beset with troubles, military, political, social, at this moment. Indeed, looking back coolly, one might say that France's troubles have never really ceased since that day 130 years ago when the Old Guard wavered on the slopes of Mont St. Jean; and turned and fled. And the Prussians. They have had many triumphs since Waterloo Day. But all, save the triumph of Sedan, ended in crashing and complete defeat and humiliation. And to-day Prussia is only the shadow of a name. And Belgium—the cockpit of Europe—has earned its name with knobs on in the last thirty years. Since Waterloo Day she has founded a dynasty of Kings, and that dynasty has come full circle and totters on its throne. And Britain. Peterloo followed Waterloo, and the upheavals of the industrial revolution and scores of "little wars" and two total wars, and yawning disasters crowned with glorious deliverance. But, coolly considered, would it be fair to say that, save for a long *mi-carême* during the Victorian era, that "final" battle on the slopes of Mont St. Jean never really ended for Europe until now (perhaps); and that great battle to end battles brought a very Pyrrhic victory to European civilisation, handing it over to ceaseless anxiety and strife and crisis and catastrophe for thirteen fearful decades?



THE DUTCH ROYAL FAMILY IN HOLLAND, IN THEIR SMALL COUNTRY HOUSE NEAR BREDA: During teatime, State papers are brought to Queen Wilhelmina, who goes over them with Princess Juliana. Queen Wilhelmina and her daughter are living not at the Royal Palace in The Hague, but at a small, modest Dutch country house near Breda. Most of their day is spent dealing with affairs of State: the main problem is the feeding of the starving Dutch in the North. Until the Queen is satisfied that Government and local authorities are working smoothly with her help, she will not contemplate returning to The Hague. The Queen and her daughter impose the strictest regulations upon themselves and the small staff attending them. They insist that all shall live alike, and they have exactly the same rations as their people. Among the many things the Queen has denied herself are points for clothing, which she refuses to buy until qualified by length of residence. Before the war and during her stay in England, she could be seen daily taking exercise cycling. To-day she walks, owing to the lack of tyres. She refuses to have them specially imported while her people are unable to obtain them

Back to Augustine.—Thirteen centuries and more ago Augustine, first Archbishop of Canterbury, left Rome for England to convert our race to Christianity. His efforts met with great success, but it has been clear for some decades that the impetus he implanted has finally petered out. Angles in some sort we may still be, but angels, no. All is to do again in an England which the scientific education and mentality of our day has turned back to agnosticism, lack of faith and paganism. Let no man underrate the importance of the now printed report "Towards the conversion of England" issued under the chairmanship of Bishop Chevasse. The hopes of this Empire and of civilisation depend on the success of this new effort. The methods by which the great object is to be achieved are worth every man's study and no man's cynical criticism or indifference. The root causes of our return to paganism are judged to be that overweighted scientific education which has resulted in our becoming more interested in men and machines than in God. Faith implies simplicity of mind, and all forms of simplicity are far from us to-day. The Commission propose a great experiment, no less than to attempt a large-scale publicity campaign on precisely "commercial" lines, employing the Press, the cinema, the radio; and under careful, expert advice it anticipates a success comparable with the similar campaign carried out by the Ministry of Food. An evangelising council may be set up on the lines of the Council on Foreign Relations, and among other forgotten practices it will attempt to revive grace before meals, family prayers and scripture reading. Elasticity in the conduct of services is recommended to draw back non-worshippers, providing that the framework of liturgical worship is preserved. And here I end in uncertainty. I am not competent to interpret if this condition will sweep away a great obstacle to worship in village communities, the two voices, the rival religions within the Church of England, which split the Church and excommunicate half the parishioners in hundreds of parishes. Augustine's problems were no harder to solve than those to be handled to-day—and far less complex.

Little Puzzles.—Curiosity as to the solutions to one or two minor puzzles pricks me sometimes. For example: why is the Home Guard not disbanded? And why, since we are, and likely to remain, very short of rubber, are millions of gas-masks still left to decay in public ownership? I confess I should *nationalise* gas-masks at once, unless I were convinced that public security requires still that each one of us have his gas-mask handy. Tyres and hot-water bottles *seem* more urgent on the face of things. Is it that the "Minister of Defence" still deems it possible that the Nazis may yet stage an early comeback and invade us with new weapons of chemical warfare, and that the H.G. will not be liquidated nor the masks called in until the German General Staff is utterly dispersed, and the 2,000,000 or so of demobilised first-line troops are proven harmless and all the hidden war factories are dismantled? Generally, also, I am puzzled by the anomalies of salvage. Presumably we are short of metal still, as we are short of rubber. Why do we abandon metal salvage and neglect rubber salvage when we must have set up vast and expensive plants for reconversion of both short commodities? Why are we still kept in the dark on so many matters of this sort which affect our trade and economy? Surely (after all) it cannot be that a paternal Government suffers us to keep our gas-masks until the fumes of the gas-bag election have cleared off.

Lord Crewe.—I should wish briefly to record a tribute to Lord Crewe. He was in the great Liberal tradition, a man born to privilege who well understood that a high sense of responsibility and the duty of public service alone could justify, in his own eyes and in the public eye, enjoyment of the good things which he inherited. He became a trusted Liberal statesman and often played an important, if unadvertised, part in efforts to compose political differences and to smooth out tangles. He was not an attractive speaker, but his speeches read well. He was a man of the highest sense of honour; trusted by men of all parties; and he became a *sine quâ non* in every Liberal Administration. He was (as a son of Lord Houghton) a man of great culture, well-versed in literature and himself no mean poet. He possessed great dignity and courtesy; a link with a now remote past, he had known most of the famous figures in politics, society and literature still alive in the '60's. He was a close friend of King George V, went with him to India in 1911, was often at Balmoral during the Home Rule crisis, and worked for reconciliation within the limits of his political beliefs. When in 1931 he resigned as Secretary for War, and went to the Palace to hand in his seal of office, the King and he went back (as they had done before) to that conference at the Palace on December 16, 1910, the memory of which always rankled with King George. And Lord Crewe admitted that perhaps, in forcing the King's hand for an emergency which never arose, the Liberal "plotters" had "perhaps not treated the King very well." It was a chaffing confession between two old and tried friends.

THE OLD STAGER

MR. HAROLD LASKI MAKING AN ELECTION SPEECH, during the course of which he gave details of his attitude towards Mr. Churchill and the coming Election. On June 22 Mr. Laski made a speech at the Fortescue Road School in Collier's Wood. This picture was taken during the course of it, as the speaker was outlining his attitude on current political affairs. Mr. Laski is the national Chairman of the Labour Party, whose recent statements concerning Mr. Clement Attlee and general Socialist policy have aroused such nation-wide interest. In one of his own speeches, Mr. Attlee has referred to himself as "Public Enemy Number One—until July 5"

THE GENERAL ELECTION

Some of the Chief Speakers on Both Sides

THE PRIME MINISTER STARTS HIS ELECTION CAMPAIGN with a 1,000-mile journey in four days. At Uxbridge he stands up in his car to say: "Irrespective of Party, God bless you all." During the past four days, Mr. Churchill has carried out a most intensive election effort, travelling 1,000 miles to show himself in the Midlands, North-West England, Glasgow and Edinburgh. Every night was spent in his special train; the journeys through the day being carried out by car. Over last week-end he travelled by road from London to Chequers: it was a triumphal progress which culminated at Uxbridge, where 10,000 people waited two hours to give him a terrific reception

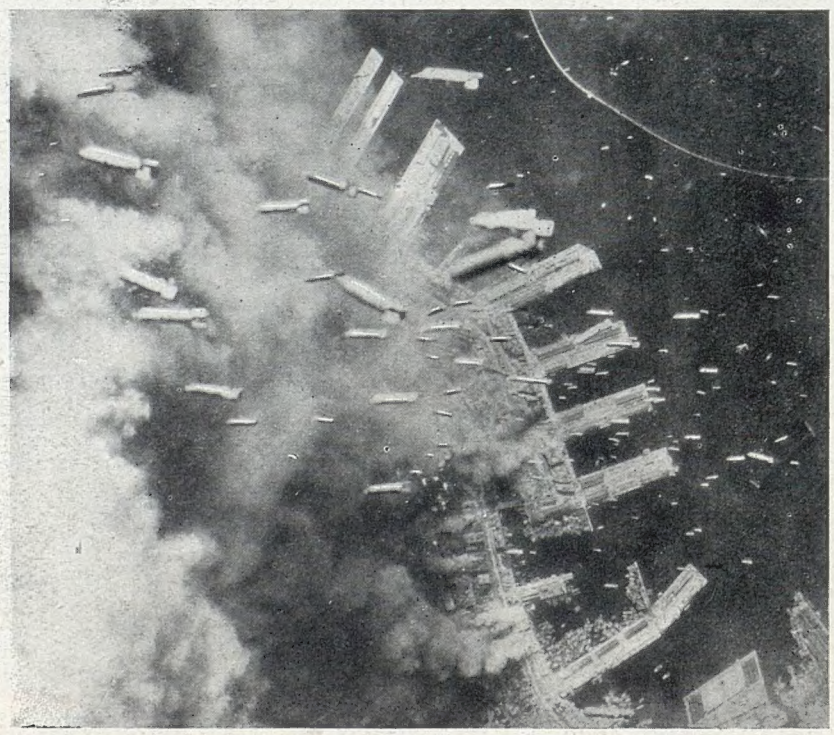
MR. ERNEST BEVIN HOLDS A MEETING IN HIS OWN CONSTITUENCY: On June 23 the former Minister of Labour—one of the big Voices during the present election—held a meeting on Wandsworth Common. At its start, only a mere handful of listeners put in an appearance—and these were mainly children; but, later, a crowd estimated at several hundreds gathered to hear the Labour point of view

LORD BEAVERBROOK FACES ONE OF HIS STORMY MEETINGS: Speaking in support of the Conservative candidate in Battersea Town Hall. At a number of places Lord Beaverbrook has encountered organised opposition on a heavy scale. He is regarded by his opponents as one of the chief directors of Conservative policy and tactics: as such, he has aroused much hostility from his opponents.

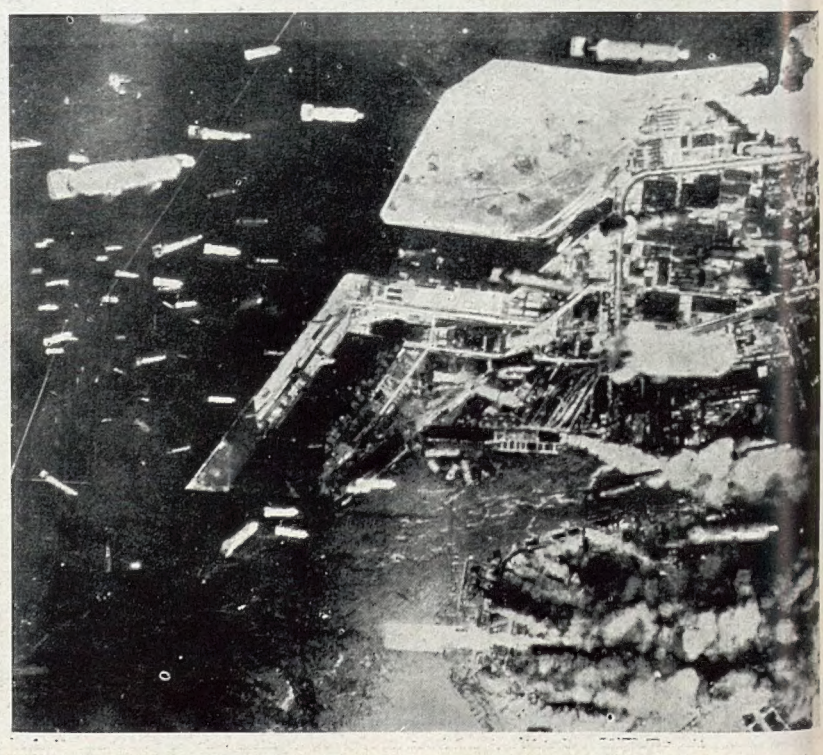
OBLITERATING THE CITIES OF JAPAN

The Unprecedented Bombing of the War Factories and Industrial Centres

A TERRIBLE INDICATION OF THE FATE WHICH AWAITS MANY A JAPANESE TOWN: This was the capital city of Okinawa—Naha; to-day it has just ceased to exist. Before the invasion by the Americans, 65,000 Japanese lived in Naha. To-day it lies in ruins, after continuous bombing by U.S. aircraft attacking from the air in support of the Tenth Army on the ground. Scarcely a building remains standing: high explosives and incendiaries have blotted it out to such an extent that only the roadways remain. A Jap ship, caught at her moorings by the bombers, is half-submerged in the lower left of this view: the two large buildings in the upper centre and right are believed to have been schools. Elsewhere may be seen a few shattered buildings which had been built of concrete



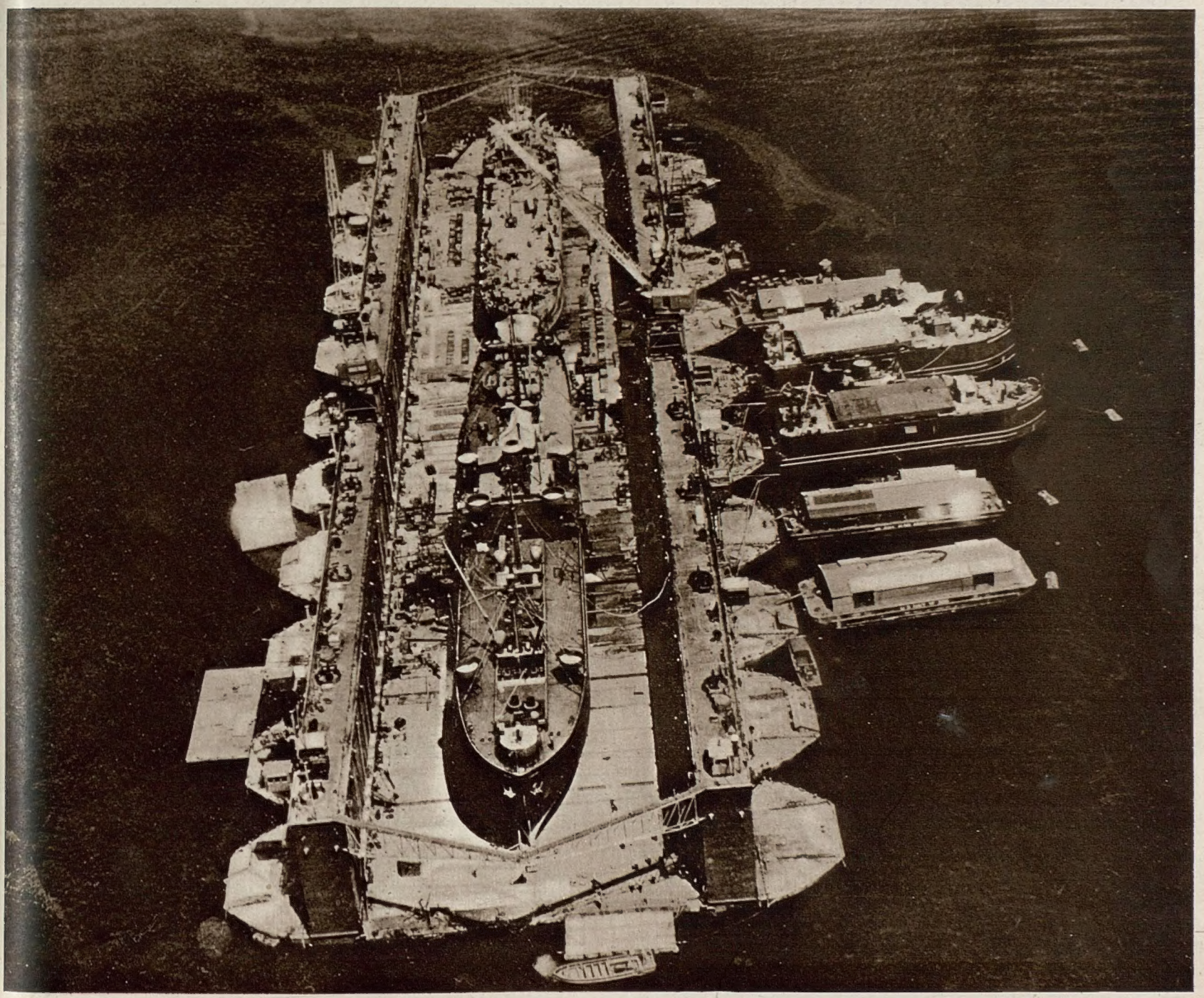
INCENDIARY BOMBS FROM SUPER-FORTRESSES RAIN DOWN ON KOBE ON JUNE 4 as the bombers carried out their third fire-raising attack on the sixth largest city in Japan. Fires are already seen to be burning in the docks, and the results of the raid were described as "excellent"



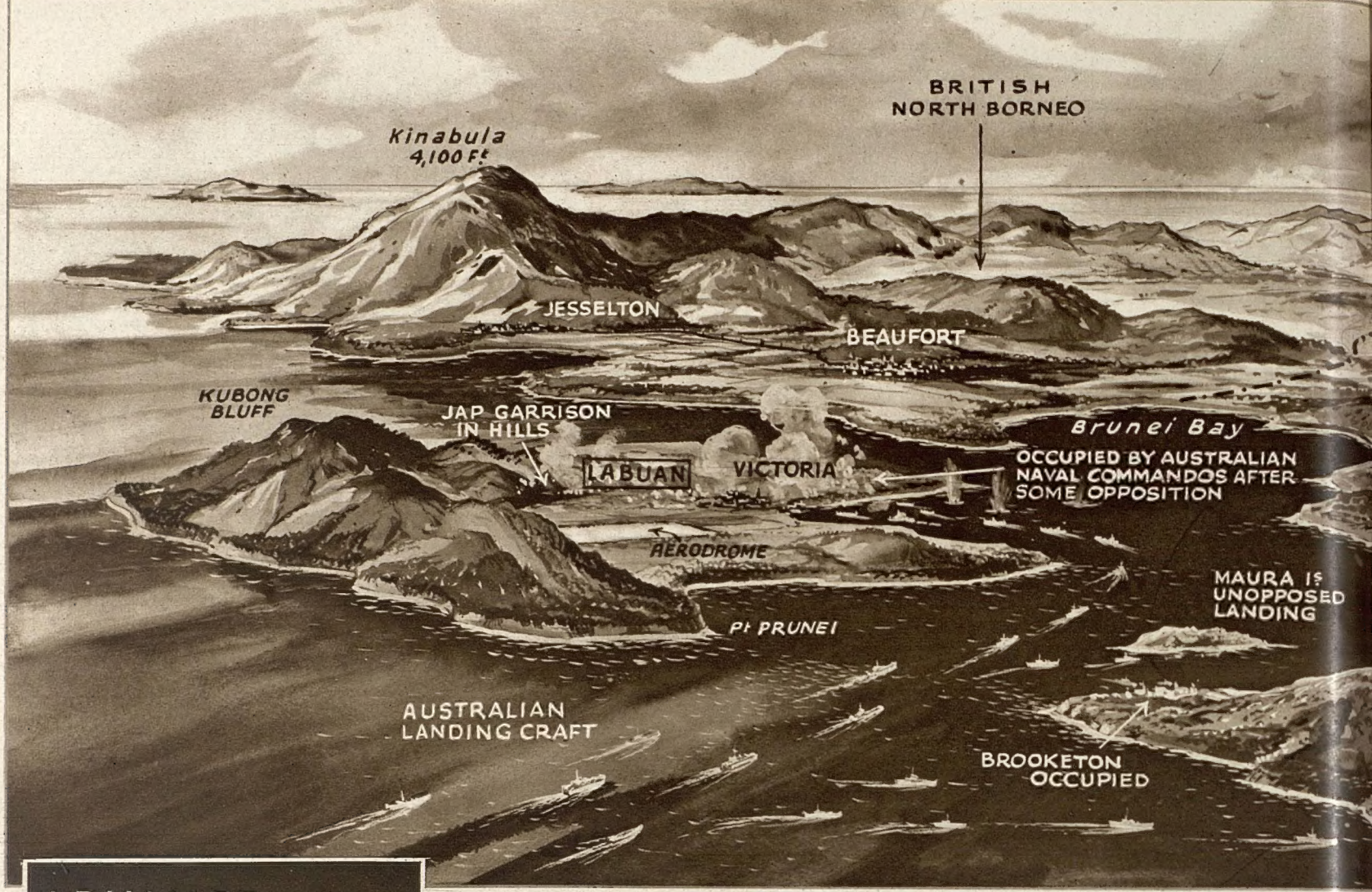
THE SECOND LARGEST CITY IN JAPAN IS ATTACKED FROM THE AIR: A spectacular picture made on June 1 during the early stages of the assault by Super-Fortresses on Osaka, the Empire's largest industrial centre. Large fires can be seen at the bottom of the picture from the thousands of incendiary bombs

THE HOME OF THE SUPER-FORTRESSES : The Saipan base in the Marianas. Approximately twenty-five of the huge planes are here seen being serviced between "strikes" against the Japanese homeland. The tents pitched between the revetments house the ground crews and repair shops. The base is a little city in itself, where thousands of men live and work on the Far Eastern island

THE ATTACK ON USA—on the island of Kyushu : This is a Jap foothills town which possesses a useful airfield. The Americans say that it was given the name of Usa so that Jap goods intended for sale in the United States could be stamped "Made in USA." It was attacked by aircraft from American carriers on June 8



HOW THE BIG UNITS OF THE AMERICAN FLEET IN THE PACIFIC ARE SERVICED—A FLOATING DRY-DOCK WHICH CAN ACCOMMODATE THE LARGEST BATTLESHIP. Capital ships in need of repair no longer have to travel thousands of miles across the wide Pacific to home bases. This ten-section floating dry-dock is known in the American Navy as an A.B.S.D., or Advanced Base Sectional Dock. Each is built in separate sections and towed to a combat zone, where it is then welded together into one huge dock with a capacity of 55,000 to 100,000 tons. In one period of eight months, these floating docks have handled 176 ships. Here two vessels are receiving simultaneous attention ; thus saving valuable time in repair work



ADVANCE, AUSTRALIA!

The Attack on the Japs on Tarakan Island and in British North Borneo

—*Special* Sphere *Drawings*

THE ATTACK ON BRITISH NORTH BORNEO: THE CAPTURE OF LABUAN ISLAND AND THE OCCUPATION OF BRUNEI—two successful operations carried out by the Australians after the previous landings on Tarakan

—*Drawing by E. G. Lambert*

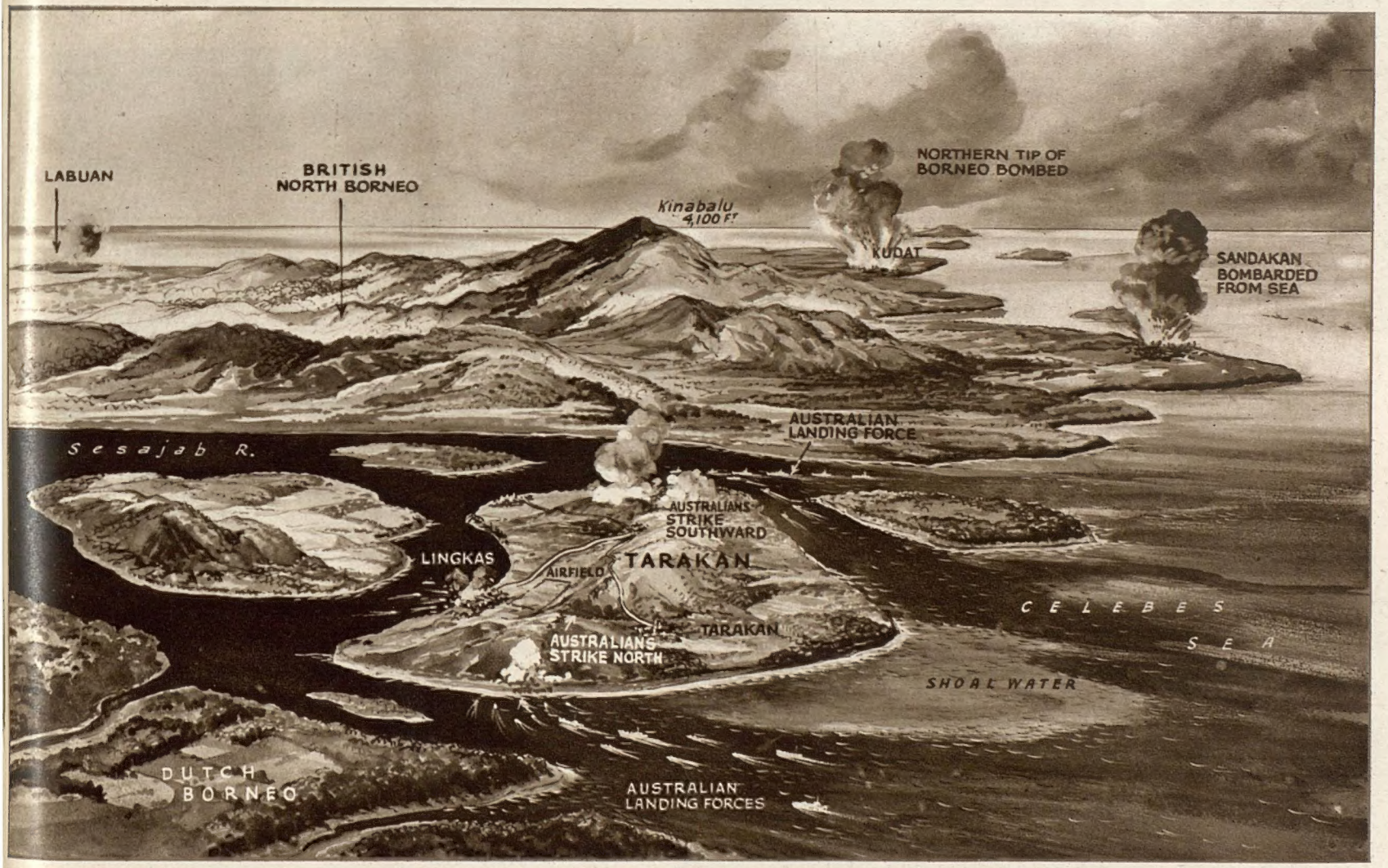
After the invasion of Tarakan was well under way, a second Australian attack was opened against Jap positions in British North Borneo, Labuan Island and the State of Brunei. About a fortnight after the attack on Tarakan, the combined naval, land and air operations opened up in a wide semi-circle facing Brunei Bay. Labuan Island was the centre. This tree-fringed tropical island rises to considerable heights at its northern end. The town of Victoria is reached through an inlet on the south-eastern face of the island. Brunei town lies away to the south. Successful landings were accomplished both on Labuan and on the shores of Brunei. The landing parties, after capturing Hamilton, pushed on to Timbalai airfield. The main Japanese defence forces retreated to the hills, where their resistance stiffened. On the mainland the Japanese appeared to be evacuating the oilfield areas. Big fires were observed to be raging and huge columns of smoke were seen by the waiting naval vessels from several miles off-shore. The town of Brooketon on the northerly peninsula of Brunei was successfully occupied, together with the island of Maura, which lies within the shelter of Brunei Bay. The Sultan of Brunei, who had retired to the safety of the hills, was awaiting the moment when he could return to his palace and resume his rule under the British flag

THE AUSTRALIANS ON THE ATTACK IN THE SOUTH-WEST PACIFIC: THE INFANTRY GO ASHORE IN TROPICAL RAIN, wearing their distinctive slouch hats. They have not ceased to fight against the Japs in New Guinea: now they have begun a new campaign for the recapture of North Borneo—*Drawing by Edward Osmond*

Although Australia has been figuring prominently in the news from the Pacific during the past two weeks, it should not be forgotten that the campaign against the very strong garrisons in New Guinea has continued for many long months, during which time public attention has necessarily been concentrated on events nearer home. Australian forces have been doggedly attacking the Japanese at Wewak on the north-west flank of New Guinea. Now attention has concentrated on the two well-equipped amphibious operations against Northern Borneo—operations which have had the advantage of up-to-date landing craft and close tactical assistance from the air. The Japanese do not appear to have been able to stop the initial assaults, which cleared sea walls and other impediments with a dash and with few resulting casualties. The famous slouch hat has surged towards its objectives; resistance, as usual, has stiffened after the landings when the Japanese could operate from their favourite bunkers and "fox-holes"

HOW THE AUSTRALIANS LANDED ON THE BEACHES OF TARAKAN: Towing a bogged tank from a Japanese trap just after the invasion of the island had begun on April 30

Engineers of the Ninth Australian Imperial Forces are here seen employing one tank to tow another from a Japanese-dug pit into which it had fallen, shortly after the landing on Tarakan off the coast of Borneo, in the oil-rich Netherlands Indies. By May 10, the Australian forces held about six square miles of the island, including the entire town area, the airfield and a coastal strip about 5 miles long. They were put ashore on April 30, 1945, after a three-day pre-invasion bombardment. In the background a Tank Landing Ship is visible. For three years before the American landings in the Philippines, Tarakan supplied oil for Japanese ships and planes



THE CAPTURE OF TARAKAN, THE OIL-BEARING ISLAND AT THE MOUTH OF THE SESAJAB RIVER: This onslaught was the opening of the new campaign in North Borneo by the Australians: the invasion began on April 30—*Drawing by E. G. Lambert*

A double attack of the Australian forces on Northern Borneo was inaugurated by an amphibious attack upon the island of Tarakan. This is one of several islands filling the wide estuary of the Sesajab River. It flows from a spinal hill range in the northernmost province of Dutch Borneo. The task of driving the enemy from his various strongly-held positions has not been an easy one, and it was only after about five weeks of hard fighting that Tarakan town was captured. Mines and booby-traps had been used in profusion by the enemy. The main landing-places are upon the western side of the island, the eastern shore being protected by a wide area of very shallow water, only slightly over one fathom deep. The main road into the heart of the island strikes away to the north-east and climbs to the higher ground on which Tarakan town is situated. The oilfields lie on the slopes of this rising ground. The useful airstrip has also been captured. To effect the success of these two main objectives—the town and airstrip—the enemy was attacked simultaneously by columns advancing both from the north and the south. In addition to hand grenades, the Japanese holding the high ground rolled 75-mm. shells down the slopes of the hills. These shells had been rigged out as bombs. The oil supplies from Tarakan will add to the Allies' resources during the coming sea and air battles against the Japs in the Pacific

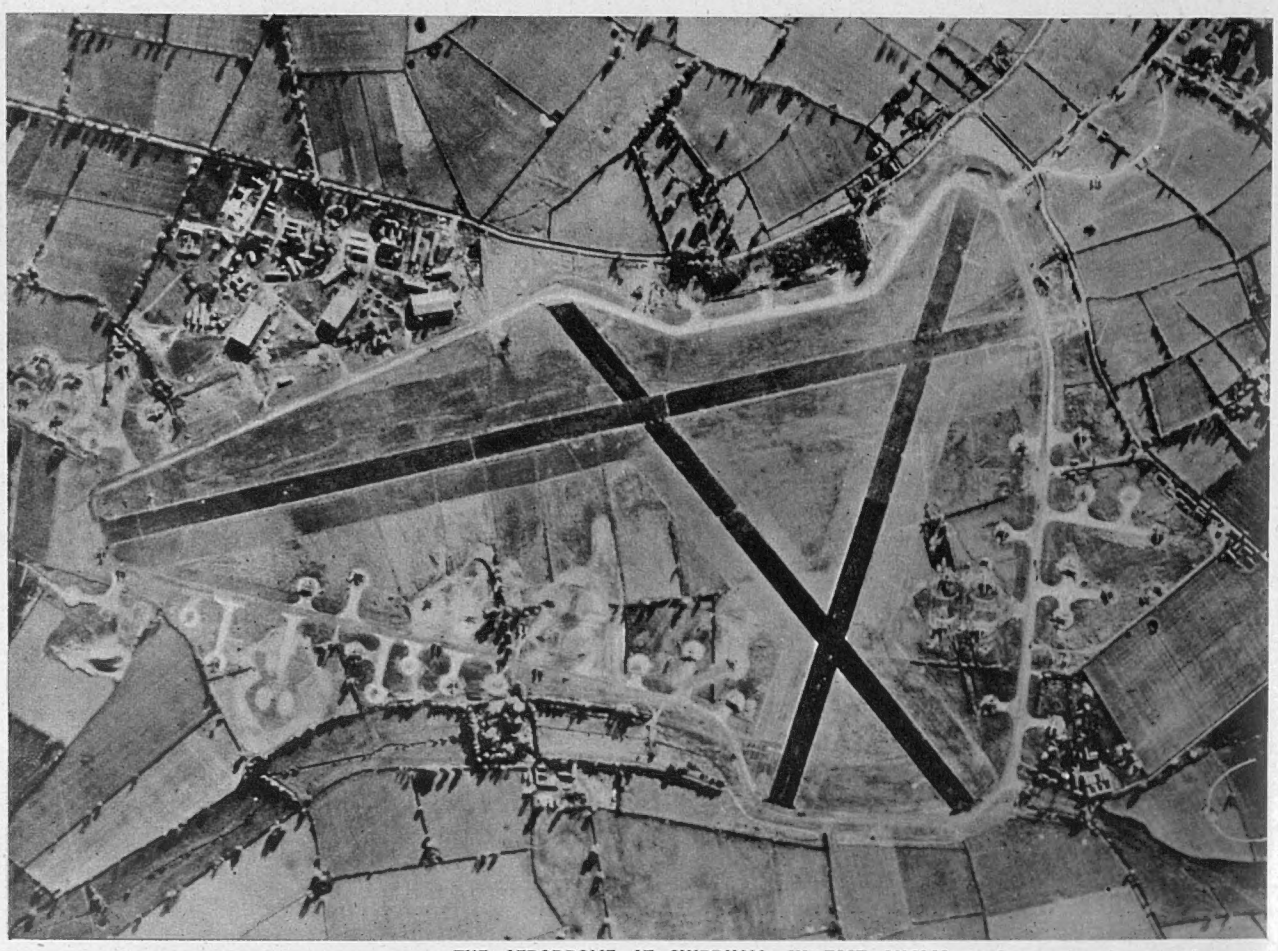
BRITISH-BUILT AIRFIELDS FOR THE AMERICAN AIR FORCE

Part of "Lease-Lend" in Reverse

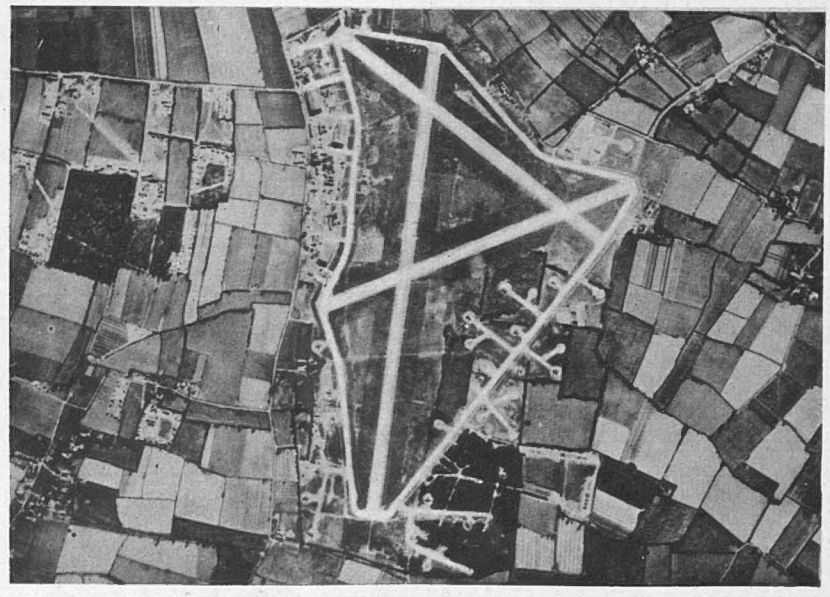
When the Air Forces of the American Army came over to Britain to join the R.A.F. in the great assault on Nazi Germany, "Lease-Lend" was reversed. To accommodate the American planes and airmen, Britain provided airfields, camps and depots, and in the allocation of constructional labour the requirements of the U.S.A.A.F. ranked equally with those of the R.A.F.

The execution of this great airfield-construction programme was assisted by American constructional units, but the greater part of both labour and material was provided by the British Government. The respective efforts of the two countries in the way of labour, plant and stores for the construction of airfields, camps, depots and miscellaneous installations in Great Britain over the whole construction programme has been approximately: United Kingdom—£605,000,000; United States—£40,000,000.

The four pictures reproduced on this page show typical examples of the airfields built by the British Government in the United Kingdom for occupation by the U.S. Air Forces.

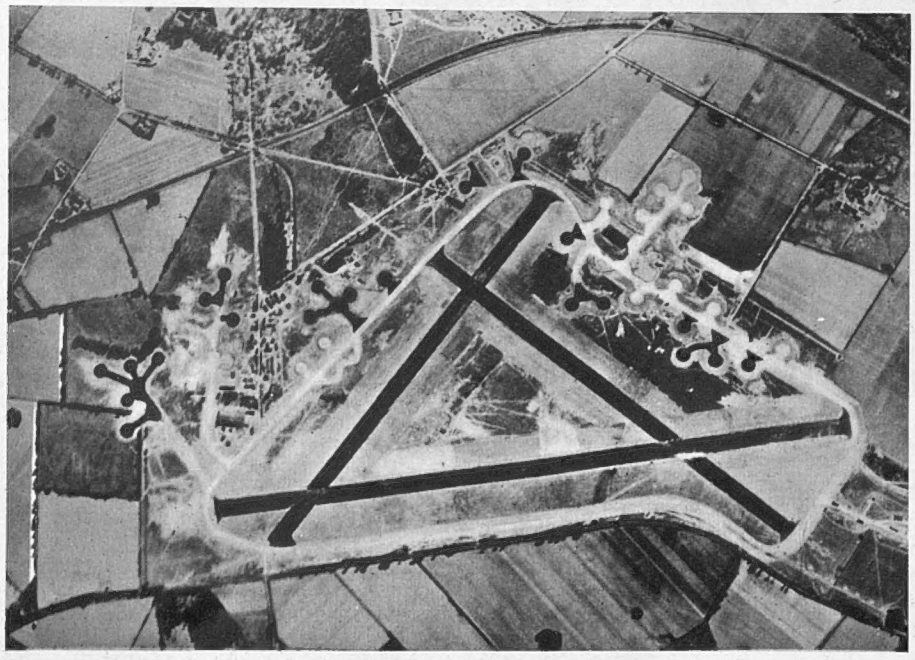


THE AERODROME AT SHIPDHAM, IN EAST ANGLIA—a heavy bomber station of the Eighth Air Force: Three runways were constructed in concrete, each 50 yards wide: their lengths were—1,975 yards, 1,400 yards and 1,400 yards. The total area of the concrete in runways, perimeter track and aircraft dispersal-points was 550,000 square yards. Airfield lighting and control was provided, and there was hutted accommodation for 460 officers and 2,660 men. The technical facilities included two hangars, each 240 ft. by 120 ft. by 25 ft. high; workshops; stores; armoury; signals facilities; aviation petrol storage for 216,000 gallons; and administrative buildings. The cost of the construction of the airfield was £1,100,000



ANOTHER HEAVY BOMBER STATION FOR THE EIGHTH AIR FORCE, built at Hardwick, in East Anglia: Again three runways were constructed in concrete, each 50 yards wide, and with lengths of 2,000, 1,400 and 1,400 yards. The total area of the concrete in runways, perimeter track and aircraft dispersal-points was 520,000 square yards. As in the case of Shipdham, airfield lighting and control was provided, and accommodation for a similar number of officers and men in huts. The technical facilities were similar to those at Shipdham, but the petrol storage was for 144,000 gallons. The cost of this airfield was £990,000

A RECEPTION CENTRE FOR AMERICAN COMBAT CREWS built at Greencastle, in Northern Ireland: This picture well illustrates the typical small fields surrounding the aerodrome—a feature of the Northern Ireland district. Three runways were constructed, each 50 yards wide, with lengths of 2,000, 1,400 and 1,400 yards. The total area of concrete was 450,000 square yards. Added accommodation was provided for 560 officers and 2,150 men. The usual technical facilities were provided, and three hangars were installed. The petrol storage was for 144,000 gallons. The cost was £750,000



***On left*—SNETTERTON HEATH, ANOTHER EAST ANGLIAN HEAVY BOMBER STATION of the Eighth Air Force:** Three runways were constructed in concrete, each 50 yards wide, and with lengths of 2,000, 1,400 and 1,400 yards. The total area of concrete in the runways, perimeter track and aircraft dispersal-points was 530,000 square yards. Airfield lighting and control was provided, and there was hutted accommodation for 460 officers and 2,500 enlisted men. Petrol storage for 144,000 gallons was provided. The cost was £950,000

THE HISTORIC BRENNER PASS. ON THE BORDERS OF BAVARIA AND ITALY, WHICH WAS PENETRATED FROM NORTH TO SOUTH—CONTRARY TO USUAL EXPECTATION: This drawing shows outstanding features of the Pass, now occupied by the U.S. Seventh Army—*Drawing by Percy Home*

At the BRENNER PASS

The Great Military Highway Now in the Occupation of the Americans

—Two Special Sphere Drawings

Away back in April—on the 26th of that month—the war correspondents wired that the 15th Army Group had stormed Verona, "the gateway to the Brenner." It looked then that the passage of that Army Group through the historic Pass was assured. But events entirely upset this supposition. The tide of Allied victory did not flow through the Brenner from south to north. It flowed, in totally unexpected fashion, from north to south. The U.S. Seventh Army, careering through Southern Bavaria and the borders of Western Austria, reached the Brenner at a time when there was no necessity for the Allies to do other than "mop up" the area and leave the occupation of the Bavarian Alps and adjacent districts to other forces. To find the Russians in Berlin and Vienna was odd enough, but one can scarcely doubt that to the historian of the war nothing will seem more bizarre and curious than this north-to-south penetration of Italy's Alpine barrier. The bombing and putting out of action of the Brenner was not an easy matter, for much of the line runs in long tunnels; and other parts of it require very accurate aiming if serious damage is to be done. One of the biggest loops is just south of a couple of tunnels on the descent from the Pass, where there is a small plateau. The railway turns sharply to the west, as shown in this drawing, to reappear farther south after traversing a loop tunnel immune from aerial attack

OCCUPATION DUTIES FOR THE AMERICANS AT THE BRENNER: The scene at the Border as "Displaced Persons" attempt to cross back into Italy. U.S. soldiers now guard the Pass under the shadow of the towering Alps—*Drawing by W. G. Whitaker*

After the general turmoil of war comes the period of Occupation, when huge areas and not merely the thin front line have to be held by the fighting men. This has meant the redistribution of troops to a great variety of places. THE SPHERE'S artist has here depicted a scene among the pine-trees and snow at a height of nearly 5,000 ft. at the vital guard-point of the Brenner—a military highway throughout the centuries and obviously a tactical point to be held by the troops of the Army of Occupation

A.M.G. at WORK in the BRITISH ZONE in WESTERN GERMANY

Immediately after the surrender of the great German armies massed in north-west Germany, the Allied military authorities were confronted with appalling chaos. There were millions of soldiers to disarm, feed, and sort into camps; there were the ordinary civilians multiplied by the hordes of refugees from Berlin and eastern Germany, arriving by road or sea, under no supervision and without food or housing; there were the freed prisoners of war to get away as soon as possible; and beyond these were the "displaced persons," the foreign slave-workers suddenly freed from tyranny and all longing to get back at once to their homes.

The greatest difficulty was the lack of all forms of transport, when it was most urgently needed. Nearly all the bridges were destroyed, there was little rolling-stock or engines to use upon such portions of the railway lines which were in order, the canals were derelict, and river traffic impossible owing to the new military pontoon bridges. The Germans were at once set to work to clear the towns, to repair sewage works and electrical power stations.

German police are being enrolled, and new policemen being trained under British methods. So far, the German people have been obedient to orders, and there has been no sabotage. The post offices are being run by British postal authorities, being opened largely for savings accounts and paying of pensions, for there is little postal service for civilians yet. All stamps bearing portraits of Nazi leaders, or any Nazi emblem or slogan, have been destroyed, while a military occupation stamp will be issued. There is no free Press at present, only an official Allied newspaper, published in the big cities, giving brief information, which is distributed free and eagerly read.

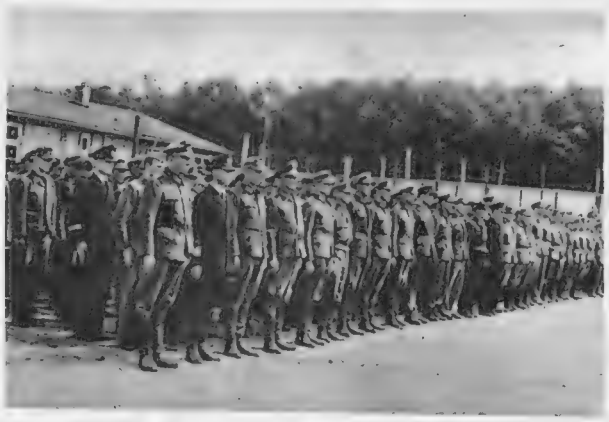
THE "DEMOCRATIC GERMANS" IN SWITZERLAND ORGANISE: President of the new organisation is Dr. Otto Braun, former Prussian Prime Minister and a Socialist. He is widely known as the author of *From Weimar to Hitler*, and has lived for several years in exile in Switzerland

DR. JOSEPH WIRTH, former German Chancellor, Minister of Finance and Foreign Minister, at the first meeting of the new organisation. He made a sensational disclosure in his speech: according to him, in 1940 he entered into a secret agreement with the late British Prime Minister, Mr. Neville Chamberlain, who gave him a pledge to rebuild Germany economically, should the Wehrmacht succeed in supplanting the Nazi regime. Dr. Wirth was the leader of the Left Wing of the German Centre Party. In 1922 he signed the Rapallo Treaty, together with the Foreign Minister, Walter Rathenau, later assassinated by German Nationalists

With the permission of the Swiss authorities, the Germans in Switzerland have formed a new organisation called the "Democratic Germany," open to members of all parties except the Nazis. The object is to help the Reich to rebuild democratic institutions. Among the sponsors of the new movement are Dr. Otto Braun, former Social-Democratic Prime Minister of Prussia, and Dr. Joseph Wirth—both of whom are shown above

THE PROBLEM OF THE "DISPLACED PERSON" IN GERMANY: Some of them have not the patience to wait in the camps set up for them, and are trekking home to Holland and France and Belgium—even across the now-unbridged Rhine and Elbe—*Drawing by W. G. Whitaker.* This dramatic scene took place on the River Elbe at Tangemunde; it shows displaced persons—French, Belgians, Dutch, Poles and others—crossing the Elbe in the most hazardous way. The bridge at this point had been blown up by the Germans. Part of it hangs precariously by a couple of bolts. Thousands of prisoners, even parents with children, crossed the Elbe by this perilous method, to escape from the chaotic conditions behind the German lines caused by the approach of the victoriously advancing Russians. One of the escapees (seen in the foreground) was a Dutchman: his wife and three daughters were killed by air strafing, so he has decided to make the trip with his only remaining child, a boy

DURING THE EARLY DAYS OF THE ALLIED OCCUPATION: Surrendered German troops are sorted out by A.M.G. and sent to pre-arranged concentration areas—*Drawing by W. G. Whitaker.* One of the first tasks which the Allied Military Government had to solve was the sorting out of surrendered German soldiers and their despatch to certain pre-arranged areas. Vast masses of German infantry surrendered in the northern and north-western provinces. A first look-over had to be given to the various masses of men, certain types detained and the rest sent forward. Everywhere there were bands of men surrendering, and drifting into towns and villages. One such group is here seen in a typical "Marksplatz" of an ancient timbered town—Hildesheim, just south of Hanover and Brunswick. The centre of the older portion of this town consists of a large number of the ancient gabled houses which were a distinctive feature of the fifteenth- and sixteenth-century architecture of Northern Germany. The earliest timber house in Hildesheim dates from 1418



A TRANSFORMATION FOR THE NAZIS—and a reduction in status and prestige: German naval and military officers—in the picture on the left—are lined up on the parade square and told they will in future lose their uniforms and revert to civilian status. This also means they will share in the ordinary camp duties and fatigues formerly carried out only by men "in the ranks." This scene was taken in the Esterwegen camp taken over by the Second Canadian Corps occupying Oldenburg and Wilhelmshaven. In the picture on the right, naval and military officers are lined up after their reversion to civilian status. Gone are the imposing uniforms. Now dressed in denims and overalls, they will take their share in the camp duties and fatigues—a bitter moment for the former Nazi overlords

A.M.G. AT WORK IN THE BRITISH ZONE IN WESTERN GERMANY: The scene at a crossroads, where British and German police stand side by side in the centre of a small German town. Here everyday life has now been resumed by the children and civilians: whilst the military occupation proceeds smoothly—*Drawing by W. G. Whitaker*

THE NAZI PROPAGANDA CHIEF IS CAPTURED BY THE CANADIANS: Dietze, Chief of all Nazi anti-Allied propaganda and master of William Joyce ("Lord Haw-Haw"), was captured by the Canadians and is now interned at the Esterwegen camp. Dietze was actually in charge of the radio station near Oldenburg. He speaks English with a broad Scotch accent, and during the Olympic Games of 1936 did all the radio announcing for the American N.B.C. and C.B.S.

HOW A.M.G. OPERATES IN ITS DEALINGS WITH ANTI-NAZI GERMANS: The Baron and Baroness Carl Karninsky are here conferring with Captain Robert Rosenbaum, Military Government Officer in the Walternienburg area of Germany, concerning their status. They are not being held by the U.S. Army. The Baron was former Secretary of State for Justice and Public Safety in Austria. He spent four-and-a-half years in the Dachau Concentration Camp before being released

THE DISBANDING OF THE GERMAN ARMY BEGINS: Farm workers are released for agricultural work. Owing to the shortage of man-power for work on the farms in Germany, the partial disbandment of the German Army in the British Second Army sector began on June 4. Only farm and agricultural workers are being demobilised, and from one centre alone over 1,000 men per day are being released. Special Disbandment Control units have been set up in Germany for this. The majority of the work in these units is done by German soldiers under British supervision. Here the men are being interrogated by a sergeant of the Field Security Police before being allowed to return to their homes

A SCENE IN THE "VILLAGE OF HATE," where all the German civilians were forced to witness the film taken by the British Army in the German horror camps: The German village of Burgsteinfurt has been referred to as the "Village of Hate" in the B.L.A. magazine *The Soldier*, because of its silent but noticeable resentment of British occupation. The Military Government authorities, however, decided that Burgsteinfurt *must* learn its lesson. In the week beginning May 29 the No. 36 A.N.S. Garrison Cinema was given the Belsen and Buchenwald horror films to show the townspeople. The visitors were negligible, so on May 20 the citizens were "ordered" to attend. Four thousand of them were paraded and marched to the cinema, led by the Burgomaster and the District Assistant Provost Marshal

THE END OF THE "ATLANTIC WALL" IN FRANCE: German prisoners of war, turned over to the French authorities, are here aiding in the reconstruction of a beach resort at Deauville, in France. They are here clearing away a mass of barbed-wire entanglements and demolishing Hitler's "impregnable" Atlantic Wall

FIELD-MARSHAL MONTGOMERY'S NEW HEADQUARTERS AT BAD OEYNHAUSEN, ON THE EDGE OF THE TEUTOBERG MOUNTAINS NEAR MINDEN, where the River Weser breaks through to the Plains at Porta Westphalica—*Drawing by Percy Home*

OCCUPATION

How Germany is Being Split Amongst British, American and French Armies

—Special Drawings and Maps

Bad Oeynhausen, Field-Marshal Montgomery's new Headquarters, lies on the right bank of the River Werre, a tributary of the Weser. It occupies a pleasant position under the Westphalian hills, just where the Weser breaks through a narrow gorge known as the Porta Westphalica on to the Hanoverian Plain, on which Minden lies. These hills form the north-eastern face of the Teutoberg range of wooded hills. They are shown in the foreground of the view, with railway connections running to Hanover and to Hildeshein and Brunswick. Briende, General Dempsey's Headquarters (British Second Army), lies away to the west at a short distance, in order to be in touch with Field-Marshal Montgomery while the dissolving of the Second Army takes place. Briende will be very lively for a short time, and then there will be a general dispersal of this famous force. The military organisation of British Occupied Germany will be managed from corps districts controlled from Bad Oeynhausen. One of these, Nienberg, is shown on the Weser beyond Minden.

The area of British control runs from the frontier of Holland, down to south of Bonn (including the Ruhr area); from Bonn eastward to Brunswick; and then north to Lubeck, including Schleswig-Holstein. This is under the supreme control of Field-Marshal Sir Bernard Montgomery, who will have a large staff of experts to assist him over the difficult problems of finance, legal affairs, trade, mining, transport, agriculture and general industries. Major-General Templar, who is to be the head of the British Military Government, is said to have all the qualities for the vast task.

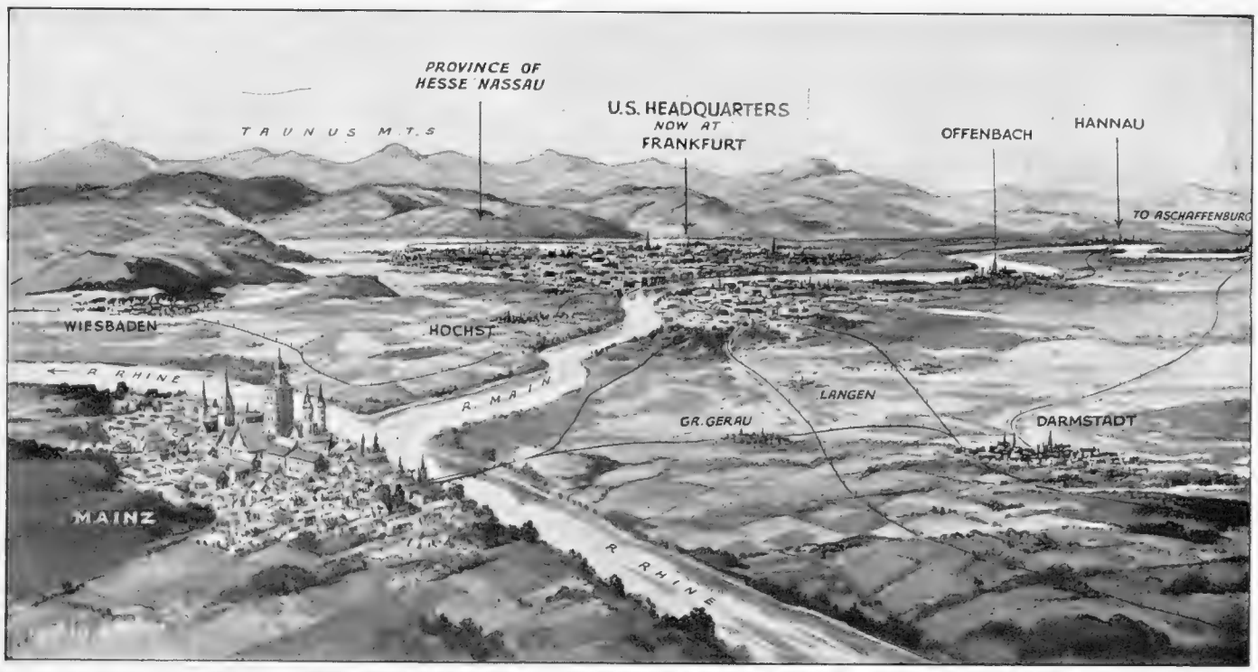
THE BRITISH AREA OF CONTROL IN GERMANY—FROM THE RHINELAND TO THE BALTIC: Within this region is the American "enclave" at Bremen—port of supply for the U.S. Occupation armies

FIELD-MARSHAL MONTGOMERY MEETS HIS DISTRICT COMMANDERS: On June 11 Field-Marshal Montgomery held a meeting of the Commanders of the Corps Districts of British Occupied Germany. In this group are seen the following—from left to right in front: Air-Marshal Coningham, C.-in-C. Air; General H. D. G. Crerar, First Canadian Army; Field-Marshal Montgomery; Lieut.-General Sir Miles C. Dempsey, British Second Army; and Commodore H. W. Faulkner, Chief of Staff to the Naval C.-in-C. In the second row are—Major-General Graham, Military Governor's Assistant; Lieut.-General B. C. Horrocks, 30th Corps; Lieut.-General Kirkham and Lieut.-General Sir John T. Crocker, 1st Corps. In the back row are—Major-General Templar, Military Governor; and Major-General L. O. Lyne

THE ALLIES TAKE OVER THE HILVERSUM BROADCASTING STATION: This station—for five years one of Goebbels' main propaganda sources and "home" station for "Mary of Arnhem"—will soon be sending the truth to the people of Holland. Engineers are rewiring the installations and preparing to switch on the electric power; in the course of their work they have discovered several records made by German propagandists—including the celebrated Mary

A considerable shifting and regrouping of military command has had to take place since the defeat of Germany. Shaef (S.H.A.E.F.—Supreme Headquarters, Allied Expeditionary Forces) no longer exists. The Allied Central Council takes its place. The first meeting of this council took place in Berlin. With the determination of the various zones of control came the necessity for new headquarters. The United States Army of Occupation selected Frankfurt—the great commercial centre on the River Main, which flows into the Rhine some miles to the south-east of Bingen. Frankfurt naturally occupies an important position as a focal point of road, rail and river communications. To the south-east lies Darmstadt.

A diplomatic correspondent writes that "Frankfurt is required by the Americans as a naval point of communication for their zone which lies beyond it." General de Gaulle stated that Frankfurt is equally essential to his area



WITH THE PASSING OF S.H.A.E.F. AND THE JOINT COMMAND, THE NEW AMERICAN HEADQUARTERS HAVE NOW BEEN ESTABLISHED AT FRANKFURT-ON-MAIN: From this town, set amidst a number of other big German cities, the U.S. Armies of Occupation in South-West Germany will in future be controlled—*Drawing by E. G. Lambert*

FRANCE'S ZONE OF OCCUPATION? The region occupied by the U.S. Fifteenth Army which, it is stated, may ultimately be handed over to a French Occupation force

AIR C.-IN-C. FOR GERMANY: Air-Marshal Sir Sholto Douglas, who is in command of the British Air Forces now in the Reich

CHIEF EXECUTIVE FOR CONTROL QUESTIONS in the British Forces under Field-Marshal Montgomery—Lieut.-General Sir Ronald Weeks

GENERAL EISENHOWER'S NEW HEADQUARTERS IN THE REICH: The imposing new building at Frankfurt-on-Main, where the American Command has now been established. This building once housed 3,000 officials and employees of the I.G. Farbenindustrie: it was put up in 1931. To-day it stands intact amidst an area of desolation

THE MEN FROM NEWFOUNDLAND—ONLY COLONIAL UNIT IN THE BRITISH SECOND ARMY—SAY FAREWELL TO THEIR GUNS: The 59th Newfoundland Heavy Regt., R.A., was formed in 1940; on June 2 1945, it bade farewell to the guns that had served them so well after fighting with them through Normandy from July 14, 1944, to Hamburg The farewell ceremony took place at Bergedorf, near Hamburg, and the inspection and salute as the guns passed was taken by Brigadier Francis Cleeve, D.S.O., O.B.E., M.C., commander of No. 3 Army Group, Royal Artillery, since the Agra was formed in England. With him on the dais was Lieut.-Colonel R. Forsyth, O.C. of the Regiment, and battery officers. The regiment and its guns (two batteries of 155-mm. and two batteries of 7·2's) have a fine record which includes action at Caen, the crossing of the Orne, support in the Seine crossing; Antwerp, Walcheren Island, Ardennes Salient, Arnhem, Goch, Cleve, the Rhine crossing and actions through to the Elbe. The regiment claims to be the only Colonial unit in the British Second Army In this picture the O.C. of the regiment is seen addressing his men after the ceremony

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THE REMARKABLE SET OF SIX PICTURES GIVEN HERE RECORD THE CRASH OF A HELL-DIVER on the flight-deck of an American Essex-class aircraft-carrier; the rescue of the crew; and the smothering of the fire which broke out on board as a result of the crash

1.—With its wheels tangled in the ropes of the barrier on the deck, the Hell-diver approached amidships after its tail hook had failed to catch the arresting gear. A split-second later, the plane nosed over and crashed (as seen in the lower picture). The plane's propeller then ripped into the carrier's deck, and flames began to spurt from the engine—with the pilot still in his plane. The entire cowling was torn from the body of the aircraft

2.—A piece of the cowling flies off to the left (top picture) as the plane bursts into flames. Both pilot and gunner are still in the cockpit. The splinters are part of the deck torn up by the propeller. An asbestos-clad member of the carrier's crew is dashing towards the plane. With another fire-fighter protecting him from the flames (bottom picture), the pilot is helped to safety as others move in to put out the fire The gunner has already escaped

HAZARDS of the WAR by AIR in the PACIFIC

Shown in Some Remarkable "Shots" Taken During Bombing Operations Against Japan

Above—**A LAME DUCK COMES HOME TO ROOST:** *Below*—**THE ONE-LEGGED PLANE MAKES AN ALMOST PERFECT LANDING.** These two pictures were taken on board a carrier of the British Pacific Fleet during a recent strike against the Japanese. After an attack on the Sakishima islands in support of the American invasion of Okinawa, this naval Avenger returned with only one wheel—which could not be retracted for a belly landing. The pilot, however, came in steadily and made an almost perfect landing on his one wheel: after the plane had lost way, the wing touched down on the deck, damaging its tip

3.—With the pilot clear of the burning plane (top picture), fire-fighters on the flight-deck move in to quell the blaze and to prevent the flames spreading to vulnerable parts of the carrier. The flames are finally extinguished (in bottom picture) by a downpour of cross-firing streams of water and foam from the pipes. Two lines, however, are held in readiness in case of new outbreaks. The great danger is, of course, that the streams of blazing petrol may spread to the highly inflammable stores below deck. Not all pilots are as fortunate as the one rescued from this crashed aircraft!

THE BEGINNING OF WHAT MIGHT HAVE BEEN A TRAGEDY: A trail of smoke issues from the aircraft of Lieut.-Commander F. C. Nottingham, leader of a British flight of Avenger bombers returning to their carrier after a strike against the Sakishima islands. The aircraft later crashed in the sea; but Lieut.-Commander Nottingham was rescued by an American ship after spending six hours in his dinghy

ANOTHER SAKISHIMA AVENGER LANDS IN THE SEA after its engine failed soon after leaving the deck of the carrier: The crew were rescued a few minutes after this picture had been taken

THE FINAL ACT IN AN AIRCRAFT-CARRIER TRAGEDY: Dragging hose-lines as close as they can to the sizzling petrol flames, the crew fight a fire aboard a carrier in the Pacific area. They are washing the flaming petrol over the side: in the centre of the flight-deck are the charred remains of a Corsair, whose belly tank started the blaze when it broke loose and exploded while landing. The gallant pilot died in the fire, despite heroic attempts of the carrier's crew to save him

A BOMBER GOES DOWN OFF KOREA: As the plane begins to sink by the nose, the crew pull away in rubber life-rafts. This incident took place 10 miles south of Japanese-dominated Korea. The crew of this U.S. Navy patrol bomber were saved in one of the most daring performances in naval aviation history. A sister-plane staged the rescue after the bomber was badly damaged in an attack on an enemy tanker. It followed the crippled aircraft and landed beside it to effect the rescue, despite the dangerous presence of Japanese aircraft and surface forces, and took the crew aboard just as the plane went down by the nose

THE CREW OF THIS HUGE BOMBER ESCAPED WITH ONLY MINOR INJURIES! Returning to a Fighter Command base from a strike over Tokyo, this B-29 Super-Fortress came in for an emergency landing on newly-captured Iwo-Jima. The brakes on the plane locked as the aircraft touched down and the huge plane careered into the flight line, ploughed through four Mustang fighters and burst into flames. Two members of the crew were sent to hospital for burns; two others suffered minor burns, and the rest escaped uninjured. The men in the foreground are crouching behind a jeep to avoid exploding ammunition, as huge columns of black smoke rise from the burning wreckage of the aircraft

BRITISH WARSHIPS NOW STEAM THROUGH THE KIEL CANAL: On the bridge of H.M.S. "Zealous," one of the first destroyers to pass through the Canal on her passage home to Great Britain from Copenhagen. Another destroyer, "Zodiac," waits ahead at the first lock-gates

TWENTY-TWO SHIPS IN A MASS COLLISION IN THE NORTH ATLANTIC—"A off the Newfoundland Banks. As the ships swerved ninety degrees to avoid the

FOG off the BANKS

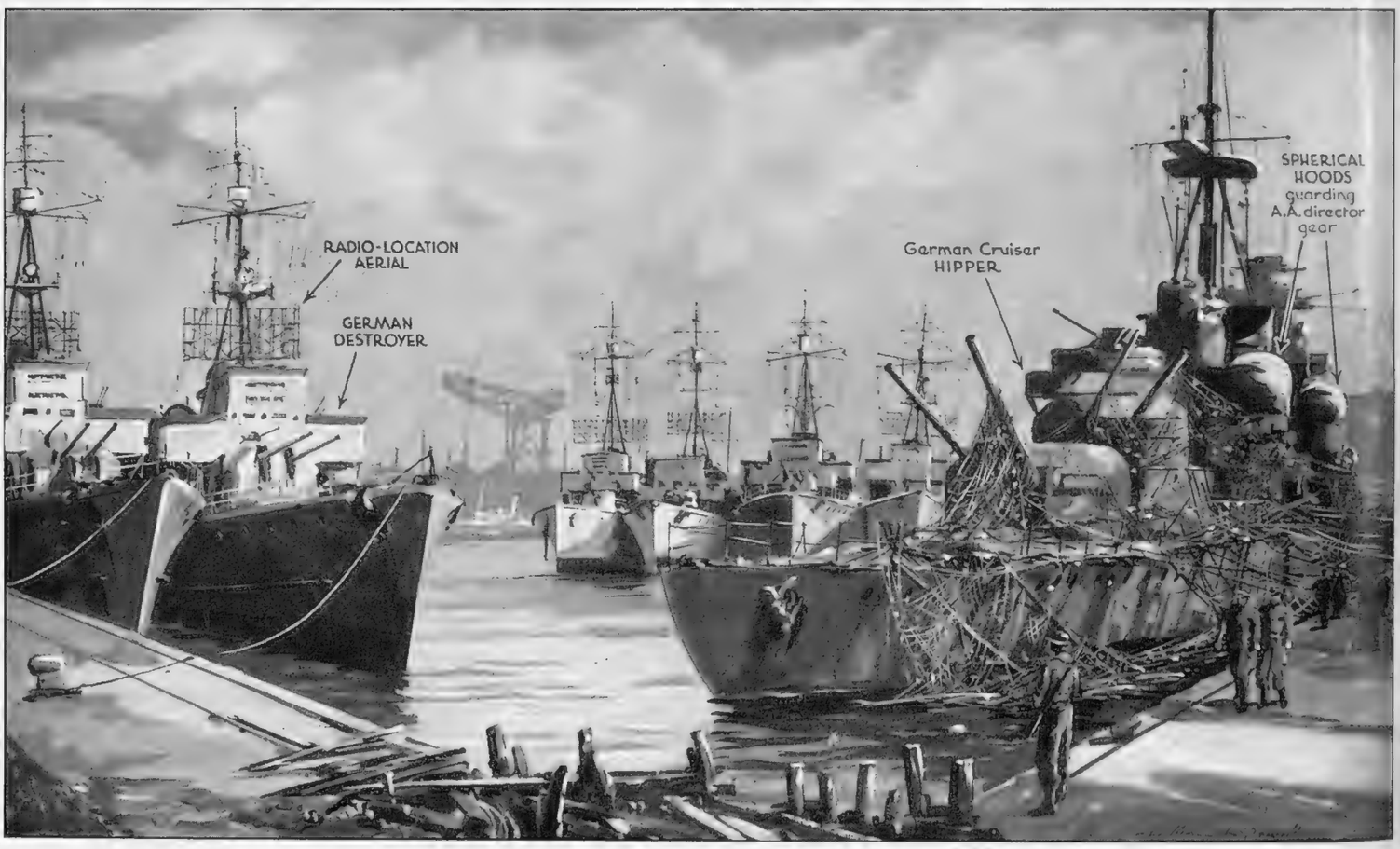
The Cause of the Greatest Mass Collision in History

The ROYAL NAVY at WORK AFTER the GERMAN SURRENDER

—Special Sphere Drawings

No sooner had the enemy's undersea threats to shipping ceased when Nature herself stepped in to cause grave trouble in the Atlantic. This occurred in the neighbourhood of the famous Newfoundland Banks, an area of comparatively shallow water covering a submerged land-shelf extending westwards from Newfoundland. Part of the bank lies due south of Cape Race, the most southerly point of Newfoundland. At certain times of the year fogs are to be expected, with the added danger of Arctic ice floating southwards from Greenland and Baffins Bay.

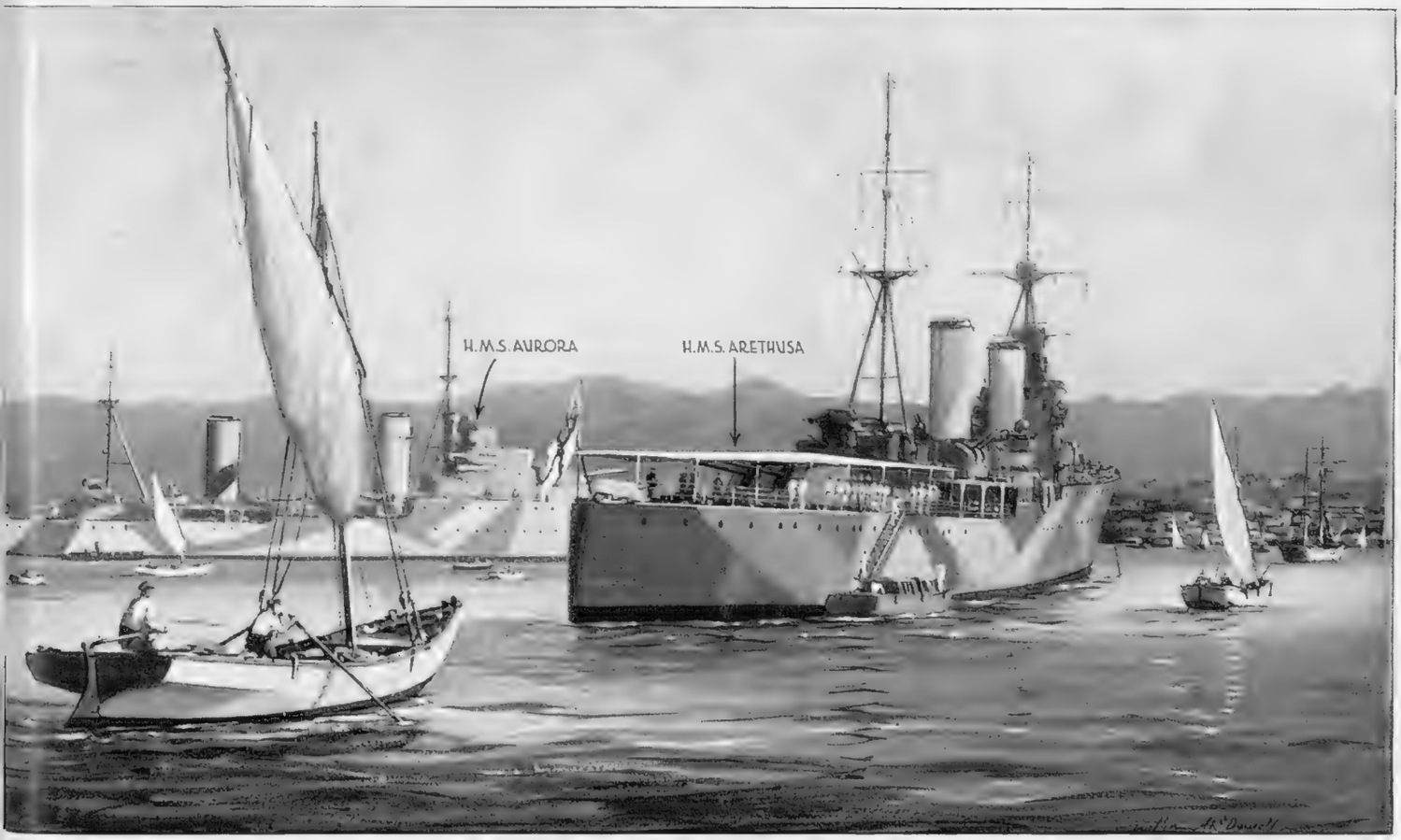
On this occasion, the British Liberty ship *Samstrail* hit the first of nine sighted icebergs, and began the confusion that followed. There was collision after collision in the next ten minutes. The mass mix-up came after the convoy had inched through a thick fog, with visibility at 200 ft., for a whole week, and suddenly ran into what one captain described as the worst ice-floes since the visit of the King and Queen to North America in 1939. An officer described it as "one of the greatest miracles of the Atlantic that no ships were sunk or lives lost"



THEIR PURPOSE UNFULFILLED AT THE TIME OF THE GERMAN SURRENDER: Some of the enemy warships taken over by the British at Kiel—*Drawing by Wm. McDowell*

All throughout the war, the 10,000-ton cruiser *Hipper* has been so elaborately camouflaged that the German naval authorities boasted that it was impossible to detect her from the air. The R.A.F. thought otherwise, as this drawing shows. When British control officers inspected her at her berth in Kiel, gaping holes were found in her decks, her guns were awry, the remains of the camouflage looked like a crazy spider's web, and she had settled down on the mud. Behind her were rows of German destroyers, laid up until the Allied authorities have decided their fate. Note in the drawing above the curiously elaborate aerials above their bridges) for the radiolocation apparatus; also the special armoured hoods on the *Hipper* which house the anti-aircraft gun-director gear. The *Hipper* was of the same class as the *Prinz Eugen*: she was completed just before the war—in April 1939. Carrying a complement of 830, it was reported that her "internal arrangements were decidedly cramped and badly ventilated"

ACLE OF THE SEA." There were seventy-six Allied vessels in the convoy from Britain, when they encountered an iceberg field in the fogbound Atlantic ing masses of ice, twenty-two of them collided one after the other in what must have been the greatest mass collision ever. The mix-up came after the convoy had been steaming at slow speed through a thick fog, with visibility at 200 ft., for a whole week (*See note at left*)—*Drawing by Montague Dawson*



VO CRUISERS OF THE BRITISH NAVY WATCH EVENTS IN THE HARBOUR OF BEYROUT, IN THE LEVANT: The "Arethusa" and "Aurora" during the formal visit paid by General Beynet to Vice-Admiral Tennant aboard the former vessel—*Drawing by Wm. McDowell*

Syria during the recent crisis, various "incidents" took place from time to time. he British Navy put in an appearance at certain Syrian ports, and landed bluejackets at yrout and Latakia. Their presence was a hint that calmness was in every way desirable all sides. Beyrout acted as the meeting-place of the French mandatory officials and the presentatives of the Allied Western Powers Great Britain reiterated the necessity of this area remaining tranquil while the serious military operations against the Japanese continued to preoccupy the Great Powers. On the arrival of the cruisers *Arethusa* and *Aurora*, General Beynet visited Vice-Admiral Tennant, and was received with full naval honours aboard the cruiser. *Arethusa* and *Aurora* are sister-ships built in 1934 They are of the 6-in.-gun type and both have fine records of service

JUST BEHIND THE LINES ON THE ISLAND OF OKINAWA : A Roadside Aid Station on the southern sector between Shuri and Naha (capital of the island). Medical orderlies of the U.S. Marines attend to the wounded, while a "walkie-talkie" makes contact with the rear to prepare for the evacuation of the casualties

HOW THE WOUNDED ARE TRANSPORTED FROM THE ISLAND : Placed on stretchers slung across a rubber boat, for transfer to a Navy patrol plane floating offshore. The serious casualties are then flown back to Pacific bases for expert attention

FIGHTING THE JAPS ON OKINAWA AND BY SEA

Sidelights on the Savage Nature of the Sea and Land Campaigns

The slaughter of Japanese on the island of Okinawa has been terrific. But yet the enemy fights on, although the final result cannot be in doubt. Everywhere in the Pacific the same "suicide" tactics have been pursued: but on Okinawa it has resulted in the bitterest struggle of the whole campaign to date. Up to June alone, over 75,000 of the enemy had been killed, but the remnants of the garrison have refused to give up. Apparently, Tokyo has "written them off"—with orders to go on to the bitter end. Already, Jap casualties in the Pacific area alone number 400,000; before the Philippines are finally cleared, they will probably total 450,000—with many more still to come!

GUIDING ROCKETS TO THEIR MARK ON OKINAWA : A Marine is standing up in his observation post in a foxhole to check the accuracy of rocket-fire kicking up smoke, flame and debris in the background. He relays his information, via "walkie-talkie," to the rocket-firing lorries laying down the barrage. Meanwhile, his partner checks up on the position of the lorries, which keep moving to present as difficult a target as possible for the return fire of the Japs

A JAPANESE SOLDIER DETERMINES TO SURRENDER : Wanting to bring this Jap Marine in alive after he had been cornered by U.S. troops, the Americans ordered him by gestures to remove his clothing before coming in to surrender—thereby avoiding any Jap treachery. When he had got down to his left shoe, the Jap hesitated and the Americans rushed. It was soon discovered, however, that it was merely a case of a too-secure knot!

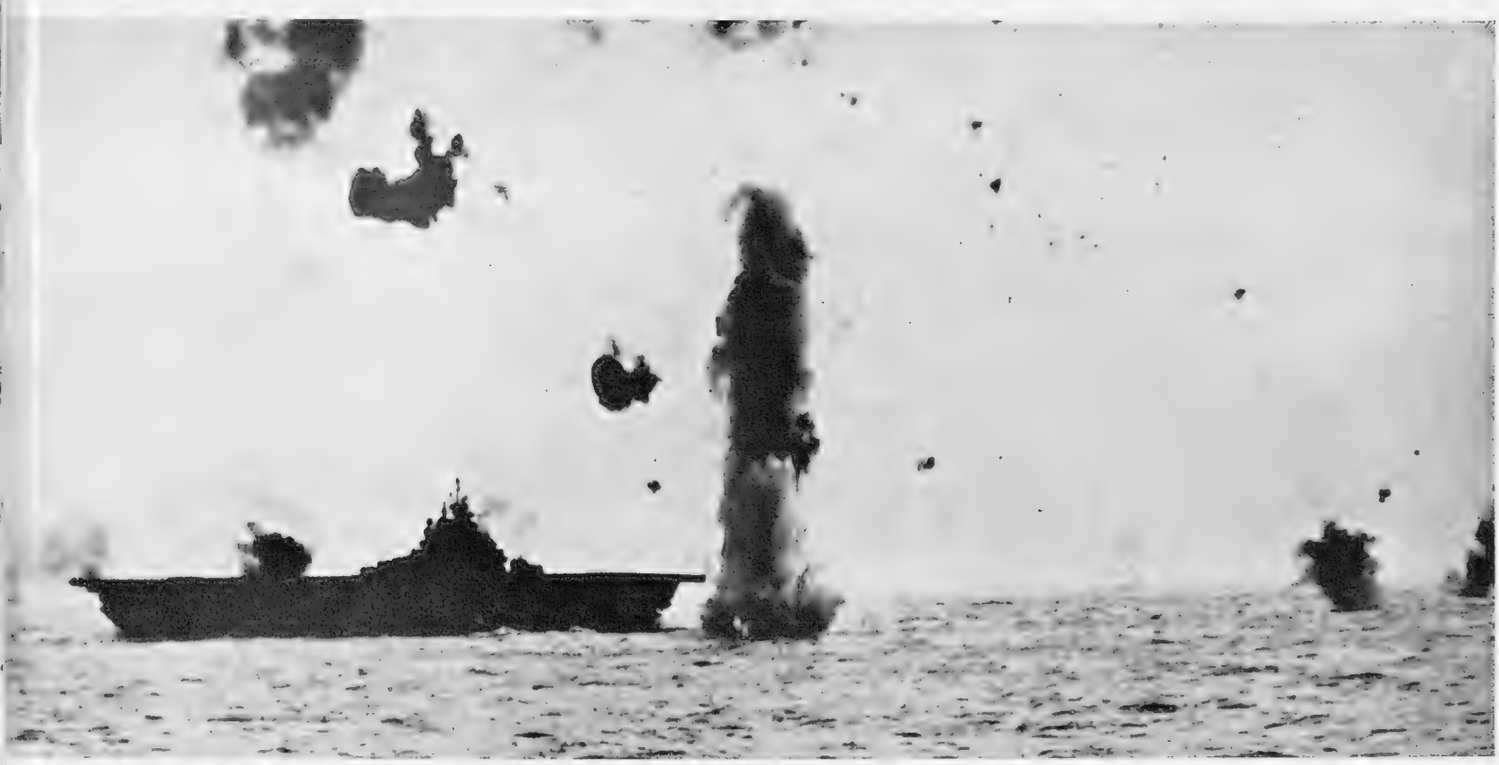
AMERICAN DOGS TO NOSE OUT THE JAPS : These trained animals are being used in the front line to indicate the position of hidden snipers. They are German shepherd dogs, Boxers and Dobermann Pinschers—all excellent at tracking down the enemy

THE AIRFIELDS CAPTURED ON OKINAWA ARE NOW IN FULL USE : Although the fighting on the island is still in progress, the captured airfields are already being used by the American Navy. Privateer bombers fly regular missions from Okinawa, and maintenance engineers are here seen at work on their engines. Two of these new patrol bombers and several Corsair fighters, are seen in the background

AMERICAN PLANES EVACUATE THE WOUNDED FROM IWO-JIMA : Transport planes are here lining an airstrip on Iwo-Jima, waiting to take wounded U.S Marines to a Navy hospital on Guam, major base in the Central Pacific Marianas. Wrested from the Japanese on March 15, 1945 Iwo-Jima (750 miles from Tokyo, capital of Japan) provides the U.S forces with an excellent air base, and gives them an advanced station in the Radar and radio-observation network that covers the Pacific. More than 21,000 Japanese were killed in twenty-six days of fighting when they futilely attempted to hold the strategic island

AN INFERNO ON THE FLIGHT DECK: FIRE-FIGHTING PARTIES BATTLING WITH THE FLAMES AFTER THE AMERICAN AIRCRAFT-CARRIER "SARATOGA" HAD RECEIVED SEVEN HITS OFF IWO-JIMA ON FEBRUARY 21: She was attacked by Japanese aircraft during the fight for the island. After the flames had been quelled, the aircraft-carrier resumed flight operations before returning to the U.S. for repairs!

The feat of the *Saratoga*—"Queen of the Flattops"—resembles that of the recently-chronicled U.S.S. *Franklin*. While steaming off Iwo-Jima in support of the land operations in February, the carrier received seven direct hits during a concentrated attack by Jap aircraft. A grim battle followed as members of her crew fought to extinguish the fires: after this had been accomplished, the stricken vessel actually resumed flight operations! She then managed to return to the Navy Yard at Puget Sound, on the West Coast of America, for repairs: she was declared to be the most extensively damaged vessel the yard had ever received. The *Saratoga* is a vessel of 33,000 tons displacement, with a complement of 2,120. She was launched in April 1925, and cost 45,000,000 dollars. She had fought for three years and three months without suffering a single enemy bomb-hit until the action off Iwo-Jima



A JAPANESE SUICIDE PLANE HEADS FOR ONE OF THE NEWEST AMERICAN ESSEX-CLASS CARRIERS, but is sent crashing into the sea off the vessel's bow by the anti-aircraft barrage: This is a form of attack which the Japs are now developing in the Pacific. Unable to fight off the American and British warships by other means, they are training pilots specially to carry out this dive-bombing "suicide" technique, in which the whole aircraft becomes the "bomb." So far, they have achieved a number of successes by this desperate measure

PICTURES FROM MANY QUARTERS

A Collection of News Items Connected with the War in Europe and the Far East

BRITISH SUBMARINES IN THE SOUTH SEAS. The officers come up for an airing on the bridge : This picture was taken during a quiet moment on patrol by a British submarine operating in the Far East. The submarine's officers, "in native costume," are here posed on the gun platform. From left to right they are : Sub-Lieut. R. C. H. Mason, R.N., of High Holborn, London (navigator) ; Lieutenant R. F. N. Strouts, R.N.V.R., of Limavdy, Co. Londonderry (first lieutenant) ; Lieutenant R. C. P. Bulkeley, R.N., of Westward Ho, North Devon (commanding officer) ; Lieutenant C. R. Fielden, R.N.V.R., of Bedford (armament officer) ; and Sub-Lieut. R. J. St. O. Sproule, R.N.V.R., of Radlett, Herts. This submarine has been congratulated on her good work in destroying over thirty Japanese coastal supply craft and for displaying great dash and vigour

DREDGING NEW YORK HARBOUR—a work which has gone on steadily for four years of war : The U.S. Dredge *Goethals* is here seen in action in the harbour, where, for the past four years, she has aided in keeping the channels safe for the rapid passage of naval vessels and cargo ships plying between New York and world ports. The *Goethals* is the largest dredge in the world, according to U.S. Army engineers ; she employs a 90-ft. pipe-line, part of which is seen at the right ; this is dragged along the harbour bottom, feeding mud and sand into the inner hoppers. The vessel, loaded in about fifty minutes, then carries the dredgings away for dumping

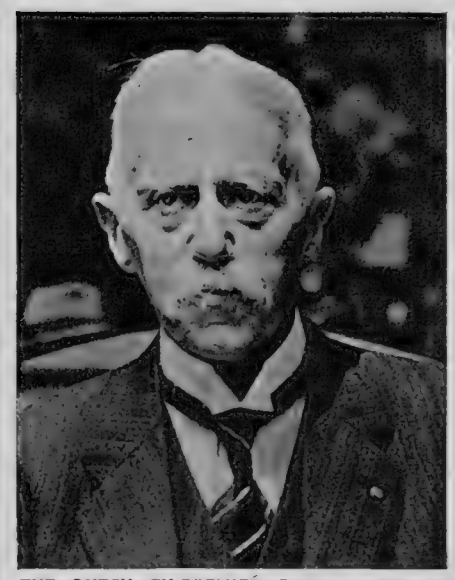
DANISH BUTTER FOR BRITAIN : Horse-drawn carts bring the butter direct from the packing factories to the quayside : In spite of five years of German occupation, Denmark is possibly the best-fed country in Europe. The butter ration for the population is still about 2 ozs. per day. Like most countries, she is short of fuel, and so she is trading butter for British coal. This picture shows a British Merchant Navy ship, the S.S. *Meda*, being loaded with a shipment of 1,900 tons for England

CHILDREN FROM THE HORROR CAMPS IN PARIS : Children have reached Paris from the hell camps of Germany. They are all Jewish, and their ages range from two to eighteen. These particular children, mainly Hungarian and Polish, were found at Belsen and Buchenwald, and the French authorities are now looking after them. A group was taken around Paris a few days ago under the escort of French scouts : among other sights they visited the Zoo at Vincennes, where this picture was taken

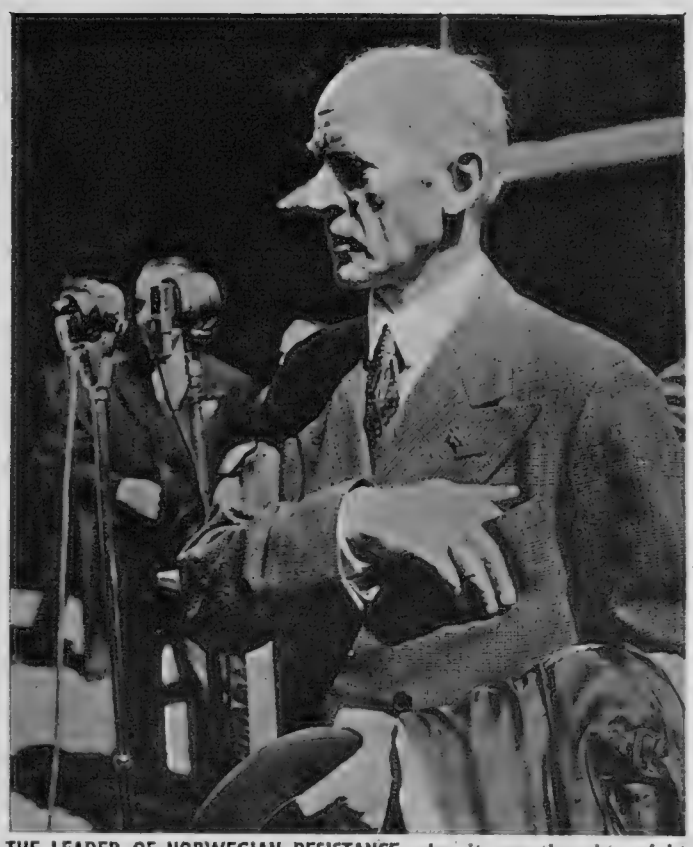
THE CZECHOSLOVAK GOVERNMENT HONOURS THE SOVIET ARMY LEADERS : Dr. Benes, President of Czechoslovakia, is here presenting the Grand Cross of the Order of the White Lion with Swords, the Gold Star of the Order of the White Lion, and the 1939 Military Cross to Marshals Koniev and Rybalko and General Yeremenko, in Prague on June 6. The President is seen on the left handing the awards to Marshal Koniev

THE MEMORIAL SERVICE IN LIDICE, IN CZECHOSLOVAKIA : Survivors of the slaughter attend the ceremony. A huge crowd of more than 100,000 gathered for the memorial service on the site of what once was the village of Lidice, and which was completely obliterated by the Germans in retaliation for the assassination of the Nazi butcher Heydrich on June 10, 1942. President Benes was present at the ceremony and reviewed Russian and Czech troops. In this picture women from Lidice are seen seated in front of the reviewing stand. They are the only survivors of the town ; after the slaughter they were held in a concentration camp near Berlin. Nobody knows what happened to the children ; they were taken by the Nazis, and more than ninety are still missing

THE SON OF "THE TIGER" IS HONOURED IN PARIS on his return from a German concentration camp : M. Michel Clemenceau, son of the great French statesman, adopts an attitude characteristic of his famous father as he addresses a meeting of the "Friends of Clemenceau," held in his honour in the hall of the Geographical Society, Paris. He has just been released from a German concentration camp, where he was held for many months as a political prisoner



THE DUTCH EX-PREMIER FACES A TREASON CHARGE : On June 14, Netherlands radio announced that former Prime Minister Jonkheer de Geer has been arrested and will face a trial for treason. After the fall of Holland he came to London, but resigned on the grounds of ill-health in September 1940 : he then left for Lisbon with the permission of the Dutch Government. Despite solemn assurances to the contrary, he returned to Holland, where he remained throughout the German Occupation

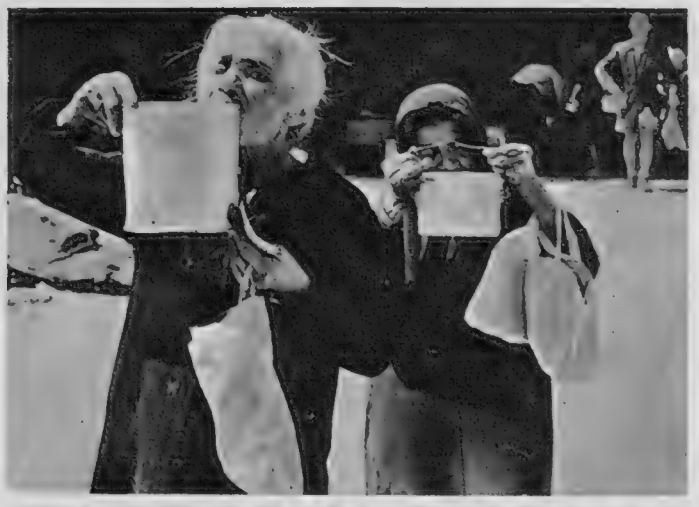


THE LEADER OF NORWEGIAN RESISTANCE who, it was thought, might become Premier : Hr. Paal Berg is seventy-two years of age : he was the leader of the Norwegian Home Front during the German Occupation. He was named as a likely successor to Prime Minister Nygaarsvold, who resigned a few days ago. Hr. Paal Berg was the President of the Norwegian Supreme Court ; but in December 1940 he resigned office as a protest against the Nazi violations of Norwegian and International Law

AMERICAN SOLDIERS ARE RETURNING BY THE THOUSAND FROM EUROPE : The scene in New York as the U.S.S. *General W. P. Richardson* docked with her soldier passengers a few days ago. Sixteen liberated American prisoners of war were among them. The majority of the fit men will be reassigned to other battle areas

ANOTHER AMERICAN WARSHIP PROVES TO BE UNSINKABLE : With a third of her hull carried away by a torpedo from a German submarine, the destroyer escort *Menges* is shown here, apparently doomed, off the coast of North Africa. Completely disabled, the vessel was towed to Washington, D.C. ; she was hit in the Mediterranean in May 1944. Later the *Menges* was towed to New York, where part of the U.S.S. *Holder* was grafted to the remains of the *Menges*, making the latter a complete ship again

THESE PEOPLE, ON THE ISLAND OF RHODES, STARVED DURING THE NAZI OCCUPATION : Their new ration books are being stamped as the men and women file through the newly-constituted Food Distribution Centre on the island



TWO OLD WOMEN SIP THE SOUP AS THEY LEAVE THE FOOD CENTRE. They have shopping bags with them so that they can collect their food rations : When the island of Rhodes, in the Aegean, was liberated from the Nazi yoke, the British Military Administration was faced with the problem of feeding the starving population—men, women and children, all of whom were suffering from the effects of malnutrition caused by insufficient food during the Nazi occupation. In a very short time—a tribute to British organisation and administration—the people had been issued with ration books, and essential food was being distributed. Nourishing soup was issued to them from Red Cross kitchens

Above—**FLYING TROOPS TO INDIA—a task now being carried out by R.A.F. Transport Command**
—*Drawing by Roland Davies*

LONG-DISTANCE FLYING BY THE R.A.F.

Across the Atlantic and Out to India

—*Two Special Sphere Drawings*

R.A.F. Transport Command, which began to fly troops to India early last month, hopes that by the autumn 10,000 troops will be flown each way every month. Dakota aircraft are now being used, but Yorks and Liberators will come into operation later. In this drawing, the first plane is an Avro York; the other is a Dakota. The York is based on the Lancaster: it can carry fifty passengers on short flights; over long distances this number is probably halved. Flying time is only a matter of hours, as against weeks by ship.

The first British aeroplanes to fly the Atlantic as squadrons took off at one-minute intervals a few days ago from the bomber station at Middleton St. George, near Darlington. Each of the fifteen Canadian-built Lancasters carried a crew of seven and two specialist members of the R.C.A.F.—first of the Dominion bomber crews to leave for Canada by air now that their task in Europe is over. Air Chief-Marshal Sir Arthur Harris, C.-in-C., Bomber Command, watched and led the cheering as the big aircraft left

Below—**CANADIAN-BUILT PLANES OVER THE ATLANTIC—Lancasters on the homeward route flying back in squadrons**—*Drawing by Roland Davies*

A SCENE IN THE ROYAL DOCKS, TAKEN ON JUNE 11, showing the vast amount of shipping from all over the world which is again coming up London's River. Full berths have not been seen since the opening of the war in September 1939

LONDON'S PORT in FULL SWING AGAIN

After the Partial Eclipse Brought About by the War

From the days just before the beginning of the war, when the evacuation of some of the schoolchildren of the Metropolis was being carried out by pleasure steamers, the Port of London has been working at full speed.

From the very first, the Port was subject to attack by aircraft, U-boats, E-boats and mines. When war came, every facility was turned over to the nation's service, and the Port has been used by the Admiralty on a major scale.

With the fall of Dunkirk, the little ships went to the rescue, the Thames-side men and their craft played a gallant and conspicuous part. When the great blitz was launched with such terrifying vigour, the men in the Port carried on, determined to keep going, although suffering greatly under the attacks. We were then almost in a state of siege, the Channel being unsafe, for we lacked air cover. The Port of London, therefore, loaned a great deal of valuable equipment to ports which now had to deal with the traffic. London carried on with the small coasting ships.

Then came the preparations for D-Day, and "Lease-Lend." London was once more needed when vast quantities of war weapons and foodstuffs began to arrive. River invasion craft went into production, and one of the Port's proudest achievements was that 75 per cent. of the concrete work for the "Mulberry" ports was built on the Thames-side. When D-Day came, London's Port carried on with the despatch of men, munitions and foodstuffs while the Army charged across Europe—and all the while she resisted the attacks of the deadly V 1s and V 2s.

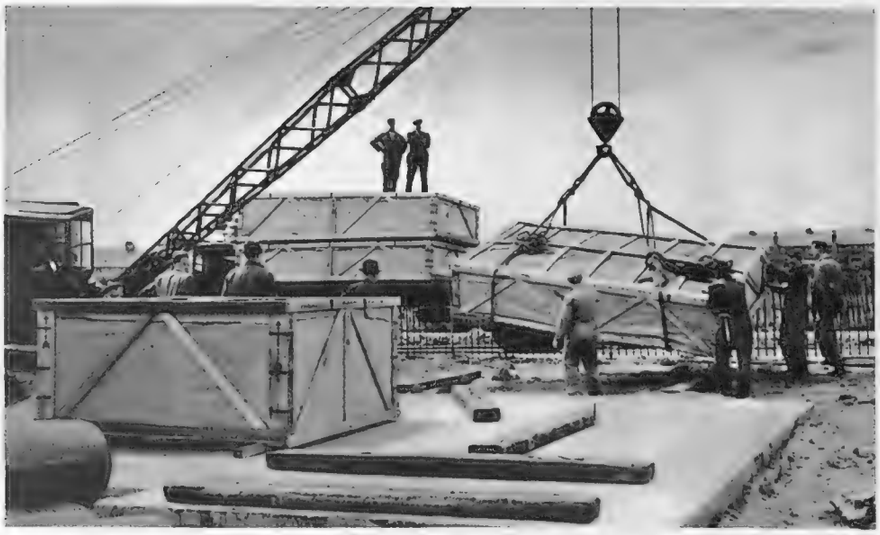
A MAGNIFICENT SIGHT AGAIN TO BE SEEN ON THE THAMES: A close-up of a sailing barge, her sails billowing, as she speeds down-river bound for coastwise ports

A VIEW OF SOME OF THE "MULBERRYS" BUILT FOR THE INVASION OF EUROPE: 75 per cent. of the concrete work was built on the Thames-side despite the danger from German aircraft

THE BERTHS IN THE POOL OF LONDON ARE FILLING UP AGAIN: This view was taken looking westwards from below Tower Bridge less than three weeks ago. Some of the riverside wharves and warehouses have been damaged by German bombs, but soon the work of loading and unloading will again be in full swing

CHARLECOTE PARK for the NATION

And Other Recent Items of Home News Shown in Pictures



AMERICAN PREFABRICATED HOUSES ARRIVE IN LONDON: A mobile crane lifts the packing-cases containing the sections and places them on the site—ready for unpacking and erection. The first American "Lease-Lend" temporary house arrived at a site in Weir Hall Road, Tottenham, a few days ago. Packed in seven cases, the house was brought straight from the dock to its site—on the back of two lorries! The house is to be erected by the same team that built the "Pilot" house which arrived from the U.S. last April. On similar lines to the British temporary house, the American "Prefab" has two bedrooms, a kitchen, bathroom, a large porch and a hall

THE CINEMA WAS OUTRIVALLED BY THE PUPPETS: Mrs. Ellen Marks, Librarian at the North Branch Library, Watford, adopted novel methods when she found the Children's Hour was in hopeless competition with local cinemas. With wood and penknife, paper, glue and pieces of material she fashioned and learned to manipulate puppets. Puppets are not only a delight to the children, learning to manipulate the puppets themselves behind the scenes, but they also speak lines for them with a joyous abandon they would never be persuaded to express under ordinary circumstances

MR. PAULIN PUTS THE FINISHING TOUCHES TO HIS MODEL OF PAVLOVA: Pavlova's memorial, the statue of the dancer which is to stand in the garden of her Hampstead home, is likely to excite a good deal of criticism—from balletomanes in particular. For the sculptor, Mr. George Paulin, insists on portraying Pavlova barefooted instead of putting her in the traditional ballet shoes. His reason is that ballet shoes are just shapeless, ugly lumps, worn only to protect the feet. The figure is meant to symbolise the "spirit" of Pavlova, rather than to be an actual portrait

AT THE VICTORIA AND ALBERT MUSEUM, exhibits are now being unpacked after wartime storage: They were taken away for safety at the beginning of the war, to prevent damage during the bombing of London. They are now being unpacked from their cases and placed on view again. This is a sixteenth-century crucifixion in wax by Sansovino after it had been uncovered in the cellars. Not a fragment of the wax has broken, despite its long journey in a lorry over bumpy roads

PORT ARRIVES IN LONDON FROM PORTUGAL. Some of the barrels landed on the quayside: More than 100,000 gallons of port wine—the "real stuff" from Portugal—have arrived at London Docks. A similar quantity of sherry is on the way and will be here soon. This wine has been lying at Cadiz and Lisbon for nearly a year. It has to settle, after which it will have to be bottled; so that it is not expected to be on the market until well into the winter. The present shipment is to be distributed among merchants throughout the country, and, though London is to receive half the amount, it will make very little difference to supplies in the ordinary shops

THE FIRST BRITISH LOCOMOTIVE DESIGNED AND BUILT SINCE VE-DAY: The L.N.E.R. at their Doncaster works have just completed a new LI class engine, the first of a thousand new locomotives to be constructed. It is painted in the L.N.E.R. pre-war colours. It is the first steam-engine to be equipped with full electric head and tail lamps, which are controlled from a panel in the cab

THE DIRECTOR, MR. LEIGH ASHTON, EXAMINING THE ANGLO-SAXON CROSS FROM EASBY after its return to the Victoria and Albert Museum, in Kensington, from storage

VIEW OF CHARLECOTE PARK, NEAR STRATFORD-ON-AVON, WHICH HAS BEEN OFFERED TO THE NATION BY SIR MONTGOMERIE FAIRFAX-LUCY: The offer includes the park of 200 acres, with its famous deer and Spanish sheep. Charlecote has been the property of the Lucy family since the twelfth century: it has associations with Queen Elizabeth and with William Shakespeare

THE LARGE DINING-ROOM AT CHARLECOTE: There are many fine furnishings, including some things which have associations with Queen Elizabeth. The Fairfax-Lucy family will continue as tenants of one wing

HE MAIN HALL AT CHARLECOTE: The present house was built for the Lucy family about the year 1558 and altered in the eighteenth century

he National Trust for Places of Historic terest or Natural Beauty has attained its bilee. In celebration of the occasion luncheon was held at the Dorchester otel, when Lord Zetland, Chairman, nounced that Sir Montgomerie Fairfax-cy had offered to present to the Trust harlecote Park, near Stratford-on-Avon. he gift includes the house, with many of e historic and valuable contents, the rary, and the park of over 200 acres, ith its deer and Spanish sheep. Charlecote s been Lucy property since the twelfth ntury. The present house was built for e Lucy family about 1558, and the brick-d stone-dressed gatehouse was reputedly ilt by John of Padua. The rooms contain ny fine furnishings, including some things hich have associations with Queen Eliza-th and the Lucy in whose park Shake-eare is said to have poached, and who is id to be portrayed as Justice Shallow. n edition dated 1619 of the *Merry Wives Windsor*, in which play Shakespeare ricatured Sir Thomas Lucy, believed to ve been in the house since its publication, to be exhibited on loan. The house was irly extensively altered in the eighteenth ntury, and it is part of the arrangement at the Fairfax-Lucy family are to become tenants of a wing added at that time

CHARLECOTE PRESENTS A MAGNIFICENT SPECTACLE WHEN VIEWED FROM THE GROUNDS: Two hundred acres go with the house, and in the park Shakespeare is said to have operated as a poacher. In consequence, Sir Thomas Lucy was caricatured as Mr. Justice Shallow in "The Merry Wives of Windsor"

HOW the WAR OFFICE SELECTS ITS NEW OFFICERS

The Work of the War Office Selection Boards, and the Training which the Officer-candidates Undergo Described by CHARLES GRAVES

THIS week-end marks the fortieth month of the activities of War Office Selection Boards in this country. Over 100,000 candidates for commissions in the Army have been sifted, and nearly 50,000 approved as future officers. Even now that the war in Europe is over, hundreds of youngsters, and a few oldsters, are being vetted every week. Last year, one in three was accepted, and one in ten sent back to mature. Only sixteen were classified A, a grade so outstanding that only one officer in 100,000 is considered to reach the necessary standard: 42 per cent. were under the age of twenty-one, 56 per cent. were of Matriculation standard, 86 per cent. were A1, one in three had less than six months' service, and 3 per cent. had none.

To-day, with demobilisation in full swing, no candidate in groups 1 to 11 who has not volunteered for at least two years' service as an officer can even be considered, nor can candidates in the age groups 12 to 26 be considered unless they volunteer for at least one year's service as an officer. Age groups are already in the late sixties, and it is the youngsters who are now being tested every week for commissions. At the Board I visited, at least 20 per cent. of them say they want regular commissions, but the average candidate is not thinking about fighting so much as his job as an officer. He feels that it is a better job than being an Other Rank and ought to help him in civil life.

Present candidates, in the vast majority of cases, are sent to the War Office Selection Boards because the Personnel Selection Officer has recommended this step. In some cases, the Commanding Officer of the unit at which the youth has undergone his first few weeks of Army life adds a rider to the effect that he does not think that the youngster is suitable. But as things go nowadays, the lad who enters the Army will find himself being vetted for a commission within seventeen weeks. If he is approved, he completes his corps training.

After this he goes for anything up to two months to a Pre-O.C.T.U., followed by seventeen or more weeks at the O.C.T.U. itself, depending on the arm. Which means that he could actually be commissioned within ten-and-a-half months of leaving private life.

Until War Office Selection Boards were inaugurated by the War Office, the selection of candidates for commissions was somewhat haphazard. The present system was devised to eliminate former shortcomings and was based on a most careful analysis of the tasks and duties to be performed by an officer. Readers of THE SPHERE may recall my description of a War Office Selection Board when they were still very new. I have just returned from visiting one this week, and was most impressed by the various changes and improvements.

The system to-day seems almost foolproof. There are eight different grounds for rejection. These include low intelligence ratio, N.C.O. type, elderly and in a rut, nervous, complete dud, a case for the psychiatrist, and so on. There are fewer individual tests, and more group tests, which enable the natural leader to assert himself more noticeably. There are Command situations, in the course of which every candidate is put in command of a group and given a group task. There is much less emphasis on psychiatrists, a most admirable state of affairs. They are only called in if required. Among the additions are progressive group tasks, in which the candidates, having achieved one awkward and fatiguing job, are promptly moved to the next, and kept at a series of tasks until they are completely exhausted. This is a real test of morale and stamina.

Another addition is the "selective obstacles test." Each candidate is shown a series of climbing and other feats, each of them marked differently, from 1 to 18. He is allowed to reconnoitre all of them for five minutes, and then decide which he will undertake and hope to negotiate within three-and-a-half minutes. The "obstacles" include straightforward climbing of a rope, shinning up a tree and then jumping at a dangling rope 15 ft. above the ground, climbing a number of uprights, swarming over a 10-ft. stockade, swinging over a 6-ft. obstacle, and so on. The Military Testing Officer notes down the obstacles which the candidate selects, and the order in which he does them. Some are easier than others, some, owing to the limited time permitted, are not worth doing, because of the low marks.

Group discussions are conducted much as before, but an addition is the unexpected production of a horseshoe or some similar object, with the order from the Military Training Officer to the group to start discussing it.

The Orderly Room procedure has been eliminated. At first candidates at War Office Selection Boards were told to regard themselves as Company Commanders, and then asked what they would do with a man who, for example, returned two days late from leave on the plea that his wife was expecting a baby. This was, of course, highly unreal. In ordinary Army life a Company Commander would ask the sergeant-major what he knew about the man before deciding what to do about it. This test has now been altered to a much better one. The candidate is still to regard himself as Company Commander, but now he is told that he has to find men to do certain work or fill certain positions. His job is to interview the man and decide the position for which he is most suitable—(1) officer's batman, (2) a man to accompany another man on a dangerous patrol, (3) a clerk, (4) a man to take prisoners down the line, (5) a junior N.C.O. to take over M.T. duties, (6) a man for the Paratroop Regiment, (7) a man to investigate a suspected bordelle.

I do not not recall the ballot-test three years ago, but it certainly throws light on the candidates' judgment, and also on the acceptability of any man in the group. The candidates are asked to name three in their group with whom they would be prepared to spend a leave, the three whom they would select to take with them on a dangerous mission if they were in charge of it, and, finally, the three candidates under whom they would be most readily prepared to serve on a dangerous mission.

Spontaneous tests are a decided addition to the present system. In these tests, the Military Training Officer gives the candidates two or three examples of simple problems, like crossing a wide stream without getting wet, and then directs them to devise their own problems, make their plans to solve these problems, and then carry them out. In this test, it is of little importance what the problem is, and the candidates are told that no notice is to be paid to tactical knowledge. The main object is to observe the natural leader thrown up by the group. This is not necessarily the man who gives the orders, but the one who controls and directs the leader by suggestions. A thrustful or unpleasant personality is frequently rejected by the group. An impetuous leader, whose strength is so great that the group will follow him although his control may be stupid and foolish, has to be carefully watched.

Lecturettes are still included, and the group tasks, such as conveying a "live bomb," which must not be tipped, tilted or rolled, across a stream, are much the same.

Perhaps the best test of all is known as Test A. In this the group are taken round the course, in which they will encounter various problems calling for ingenuity. Having completed their reconnaissance they return to base. The recce has been carried out in complete silence. The candidates then discuss in general terms their method of solving the problems. The Military Training Officer then advises them that they should divide themselves into three or four parties, according to the size of the group, the maximum size of any one party being three. In doing so, they have to bear two points in mind. Firstly, the run round the course is against a stop-watch, and they must endeavour to break the record for the course. Secondly, they must try and produce the best average time for their three or four parties. The test is run on the lines of a relay race against the watch, and the candidates take round a token with them. After each party returns, having completed the course, they report and discuss with the rest of the group the difficulties they have encountered. With this object in view, the M.T.O. allows the group to infer that the first party, which should form a recce party, should consist of reliable and sound men, and the last party, who will by then have the accumulated information from the other groups, should consist of the physically agile members of the group, as it will be for them to break the record for the course. The first point of interest to the observer is the method by which the group sort themselves out. It is usually found that the centre party are those who have not impressed the group, either from the physical or from the intellectual standpoint. The candidates should produce a sense of urgency and return to the base in some form of exhaustion, and it is interesting to see who it is that can pull themselves together and describe coherently what experiences they have encountered.

During the past three years various experiments have been tried out. One was to extend the testing course from the week-end to five days; this proved quite unnecessary. Another experiment was to send a group of candidates who had been vetted at one War Office Selection Board to another, to see whether there was any noticeable disparity in the grading; there was not.

As time goes on, of course, more candidates have learned from their predecessors the answers to some of the more simple questions, such as "Why do you want to become an officer?" or "What books would you take on a long voyage?" The Board, therefore, views the hack answer with reserve. One candidate got good marks, for example, when he said that he would take not only a history of the Dutch East Indies, but also an omnibus book of love-stories with him.

It is satisfactory to learn that the standard of candidate is improving, rather than deteriorating, since D-Day, and that the grading of potential officers two or three years ago (before the present improvements) has proved remarkably prophetic. At the War Office Selection Board I have been visiting near Redhill, only two candidates have been graded A.

The Military Testing Officers themselves have all seen active service in this war, and are almost invariably drawn from infantry regiments or the R.A.C. None of them is allowed to remain more than eighteen months at the job.

Until recently there were sixteen War Office Selection Boards all over the country. The number has now been temporarily reduced to six, the remaining dozen being switched to Officer Reception Units.

THE "SELECTIVE OBSTACLES TEST": each of these has to be performed within three-and-a-half minutes, but higher marks are given for the more difficult of them. In his article, Mr. Graves describes this test in the following words: "Each candidate is shown a series of climbing and other feats, each of them marked differently, from 1 to 18. He is allowed to reconnoitre all of them for five minutes, and then decide which he will undertake and hope to negotiate within three-and-a-half minutes. The 'obstacles' include straightforward climbing of a rope, shinning up a tree and then jumping at a dangling rope 15 ft. above the ground, climbing a number of uprights, swarming over a 10-ft. stockade, swinging over a 6-ft. obstacle, and so on. The Military Testing Officer notes down the obstacles which the candidate selects, and the order in which he does them. Some are easier than others, some, owing to the limited time permitted, are not worth doing, because of the low marks allotted to them"

NEW PLAYS IN LONDON

Where the Theatres are Enjoying a Great Post-war Boom

"JACOBOWSKY AND THE COLONEL," AT THE PICCADILLY THEATRE: ***On left*****—**Before embarking on their adventurous journey, by which the Colonel hopes to get secret State papers to England and Jacobowsky to escape the Gestapo, the Colonel invokes the aid of St. Christopher. ***On right*****—**The Gestapo Man (second from right) catches up with the refugees, and Jacobowsky has his papers taken from him: knowing that he is Polish and a Jew, he fears the worst but hopes for the best

The Colonel explains the military situation leading to the downfall of France to the "Tragic Gentleman"

The story of the oddly-named play at the Piccadilly tells of an escape from France after the fall of that country in 1940. It is by Franz Werfel (who wrote the *Song of Bernadette*) and has been adapted by the American playwright, S. N. Behrman. Since its first performance a few weeks ago, it has been attracting very large audiences. Jacobowsky is played by Karel Stepanek, and the Colonel by Michael Redgrave. Miss Rachel Kempson is the principal woman actor

The "Tragic Gentleman" upbraids Senator Brisson, whom he accuses of being sympathetic to the Germans

The faithful batman helps the feudal-minded cavalry colonel to gird on his sword: Michael Redgrave is the Colonel

A COLOURFUL SCENE FROM "THE NIGHT AND THE MUSIC," AT THE COLISEUM: "The Eagle Dance of the Hopi Indians"—a high-light of the lavish musical spectacle presented on one of the biggest of London's stages

ANOTHER SCENE FROM THE COLISEUM SPECTACLE—"The Great Waltz," the concluding item of the show. *The Night and the Music* has been produced by Robert Nesbitt: in it, dancing, music, dresses and colour all play a large part. The dresses have been designed by Alec Shanks and Slade Lucas and are a delight to the eye. The revolving stage of the Coliseum permits of the most gorgeous settings

GRAND GUIGNOL IN WALHAM GREEN: At the Granville Theatre a series of "thrillers" are being given by a talented band of artists. This picture shows a scene from *The Bitter End*, one of the little plays in the repertoire, with Mr. Hugh Miller and Miss Ellen Pollock. The latter has just said: "Know any prayers, Marko? I'm finished!"

On right—**SHAKESPEARE IN THE OPEN AIR: A scene from "As You Like It," in Regent's Park.** Despite the vagaries of the English weather, the Open Air Theatre is again doing a series of Shakespeare plays in Regent's Park—just as it did even during the flying-bomb period. The picture on the right shows Miss Vivien James as Audrey, Mr. John Miller as Touchstone and Mr. John Rutland as William, in a scene from the admirably-produced *As You Like It*

The World of Books—By Vernon Fane

The LIGHTNING PORTRAIT of CHURCHILL

The Prime Minister, Grave and Gay; "Wrens Grinning All About the Place"; The Life and Death Drama of Pushkin; George Sava Poses a Post-War Problem

THE most remarkable feature about **PORTRAIT OF CHURCHILL**, by Guy Eden (Hutchinson. 3s. 6d.), is the speed with which it has been written, produced and published. It includes a description of the scene in the House of Commons on May 8 and of the Prime Minister's reception by the cheering London crowds on VE-Day. In these days, when the whole book trade is groaning under paper and labour shortages, it is a commendable achievement on the part of author and publisher.

Mr. Guy Eden is a notable member of the Lobby Correspondents' Group, a body of men who, as Mr. Brendan Bracken says in the foreword, "hear every secret, and keep every secret, and publish nothing that is off the record." The general public may not know that the Prime Minister is not easily accessible to journalists, but as a good House of Commons man himself he would always defer to the special position which the Lobby Correspondent holds in relation to the House as a whole and Ministers in particular.

So Mr. Guy Eden is well able to draw an intimate portrait of our great war leader and to bring out all the brilliant facets of that powerful personality and, at the same time, to be able to fill in the human touches. History will eventually place in its proper perspective those moments during the dark years not only when this country stood alone, but when it was left to one man alone to crystallise the British spirit and hurl defiance at the enemy. History will also record some of the fateful decisions of those grim days—how hazardous and terrible were some of them—and may also take note of the almost intolerable burden being borne by one man.

Mr. Guy Eden deals objectively and almost gently with some of the critics in those days who, from a position of innocuous irresponsibility, felt obliged, for political reasons, to harass the nation's leader in a time of peril. But the picture has its lighter side, and I am glad to see recorded in print some of the apocryphal stories which have from time to time during the war enlivened Whitehall and Pall Mall. As, for instance, a minute "in the clear, flowing hand of the Prime Minister. 'This is an example of bastard and stilted English, *up with which I will not put!* W.S.C.'" There is also a pleasant anecdote about Mr. Churchill booting a number of milk-bottles along the corridor outside the War Room.

This little book does not pretend to be more than it is, a book of the moment, and, in the moment, having political implications. Nevertheless, Mr. Guy Eden may discover that he has written some pages which may later find themselves among the imperishable records.

THE KING'S LIFE GUARDS RETURN TO LONDON, after nearly six years at Melton Mowbray. Some of them are here seen riding out of the Knightsbridge Barracks, to take their horses into Hyde Park, for exercise in Rotten Row. The advance guard of men due for early demobilisation brought with them the famous horses, but the shining breastplates and helmets will not be seen for some time. All the horses of the King's Household Cavalry have been kept at Melton Mowbray throughout the period of the war

For a study in intimidating ferocity I recommend the figurehead of H.M.S. *Ganges*, a belligerent apparition with pursed lips, starting eyes, and five immense necklaces. And for fresh, airy charm to a portrait of a young girl against a windy, gull-ridden sky. Both are photographs from Miss Lee Miller's new book, **WRENS IN CAMERA** (Hollis and Carter. 8s. 6d.), which is an excellent record of the wartime activities of the W.R.N.S. in the past five or six years.

Whether your interest in this branch of the Senior Service is very close, because your daughter or your sister is a member of it; or very serious, because you see in it one of the most successful of feminist arguments, or merely frivolous, because you recognise the Wren uniform as being by far the most becoming yet invented for women—this volume will interest you equally. The pictures themselves are admirable, not least the frontispiece portrait of the Duchess of Kent, Commandant of the W.R.N.S., or the glimpse of the girl taking a "visual message" from a ship at sea and, seamanlike, keeping both eyes open as she looks through the telescope.

Signals are just one branch of this Service in which the girls and young women have been trained to a high degree of proficiency. There is also the Ordnance Department, where Wrens work in pairs with naval torpedomen, and Maintenance Wrens wait for M.T.B.s to return, battle-scarred and splintered, to their bases where, with the men of the Navy, they work to get them repaired and back to sea in the shortest possible time. Wrens have proved that they can work at anything from oxy-acetylene welding to forging chains, and from radio mechanics to meteorology. Less dramatically, but as essentially as any of these, they excel in cooking!

In her foreword, Dame Laughton Mathews, D.B.E., sums up the development of the Service simply and effectively.

"In the W.R.N.S. we have lived through three stages," she writes. "First the shock period . . . to which belongs the 'Every-nice-girl-loves-a-sailor' attitude on the part of the matelots. Then came the period of astonished admiration; the Wrens were a success—in fact, they were *wonderful*. . . . 'The manner in which the Wrens conducted themselves is deserving of the highest praise. Their morale was unshaken.'—Portsmouth Order of the Day, 1940. 'In spite of all, I still see your Wrens grinning all about the place.' — Flag Officer, Dover, 1940. . . .

"Now comes the stage which is the greatest compliment of all—we are taken for granted."

THE NEW PRESIDENT OF EIRE: Mr. Sean T. O'Kelly, Deputy Prime Minister and Minister of Finance in the De Valera Government, has been elected President of Eire by 565,165 votes against 453,424 for General McEoin. Mr. O'Kelly, who is seen with his wife, is the first President to be elected to that office by popular vote. He is now Head of the State for the next seven years, and succeeds eighty-four-year-old Dr. Douglas Hyde, whose term of office terminated on June 26

In the manner of his life as in the manner of his death, Alexander Pushkin, the great Russian poet, was dramatic. Had not his rebellious nature and his love of freedom broken all fetters, boldly and menacingly challenging the Mighty of his time? Indeed, the Mighty accepted that challenge, and the bitter struggle with that dangerous awakener of men went on for years until at last came the final duel, in which was lost the poet who had extolled European liberty, and composed odes in honour of every revolutionary dagger in the West.

DEATH OF A POET (Hutchinson. 9s. 6d.) is a reconstruction, by Mr. Leonid Grossman, of the last phase in Pushkin's life, the love of one Georges d'Antes for Pushkin's phenomenally beautiful wife Natalia, and the gossip which drove Pushkin to challenge his rival to the duel by which he met his death, in January of 1837. The story is told here in the form of a letter from d'Antes' cousin, the Vicomte d'Archiac, to Prosper Mérimée, the official French historian. d'Archiac himself was Attaché at the French Embassy in St. Petersburg, and his "letter" includes frequent divergences from the subject of Pushkin, to direct and indirect comments on the shocking social conditions of the Petersburg of the period, and to ironic quotations from Court circulars and current journals.

The story of d'Antes' passion for Natalia is in itself an extraordinary one. Such was his determination that he decided on the strategy of wooing and if necessary marrying her sister Catherine, in order to be nearer her, and also in order to avert public attention from his true aim. At a time when his wedding to Catherine was imminent, the rumours of his attention to her sister became too loud to ignore, and Pushkin challenged him to a duel. The fact that all the while the Tsar was planning Pushkin's banishment so that he, who was as enamoured as d'Antes, might have Natalia for himself, adds another extraordinary element to the plot.

Pushkin fell in the snow, mortally wounded, at the first shot, aimed up in return, but only superficially hurt d'Antes. The poet died in agony a day or two later, killed, as the author is at pains to imply, by a confirmed legitimist, a servant of the Bourbons, and an international royalist. In physical terms, d'Antes lived on, but Pushkin joined the immortals.

In **LAND FIT FOR HEROES** (Faber. 8s. 6d.) Mr. George Sava has written a family chronicle in terms of extreme despondency and on a sustained note of what should be savage satire, and comes closer in fact to dripping melancholy. Briefly, the theme, on which I don't intend to enlarge, since the dramatic construction of the plot is the best thing about it, is that an R.A.F. pilot, horribly wounded, remembers the tragedy that was the lot of his mother and father after the last war, the struggle they had to maintain existence, and the rigours which finally killed them both.

The pilot commits their story, which is partly his own, to paper, and then decides on what is to be *his* future. That climax again should not be anticipated, though, on reflection, I wouldn't say that it was altogether unexpected. This is a book, then, in which the intention is admirable: a resolve by an experienced and suffering man to tell the world that what happened after the last war must not be allowed to happen after this one. Unhappily, it is also a book in which the execution of the resolve leaves, not a light of hope, but a fog of depression and exhaustion.

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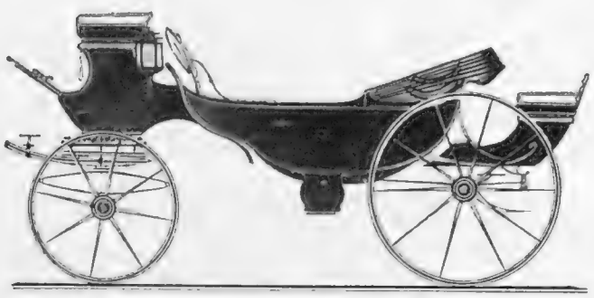

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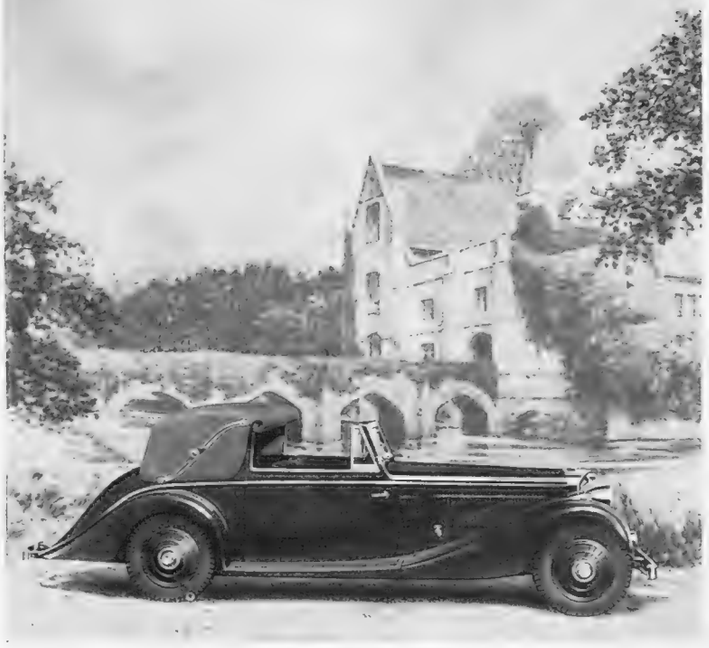

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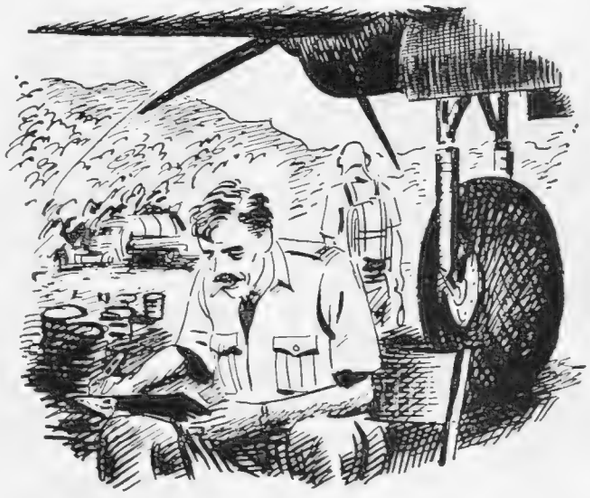

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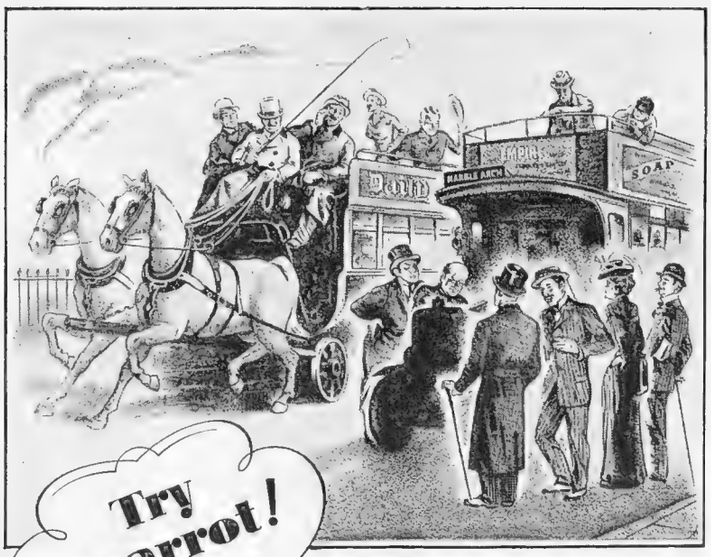

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THERE was a time—and some of us can recall it—when a motor-bus ride from Marble Arch to Golders Green was an adventure. You climbed immense hills—or maybe you didn't; and the horse drawn bus rattled gaily by, issuing catcalls and suggestions about putting on another lump of coal. But now the fun has gone out of motor-bus travelling. Dull certainty replaces the old thrill of hope and doubt and even a little fear. So it will be with air-travel. Running to schedule. Absence of "incident." Sure machines and sure pilots. And behind them sure ground service on which both men and machines must depend.

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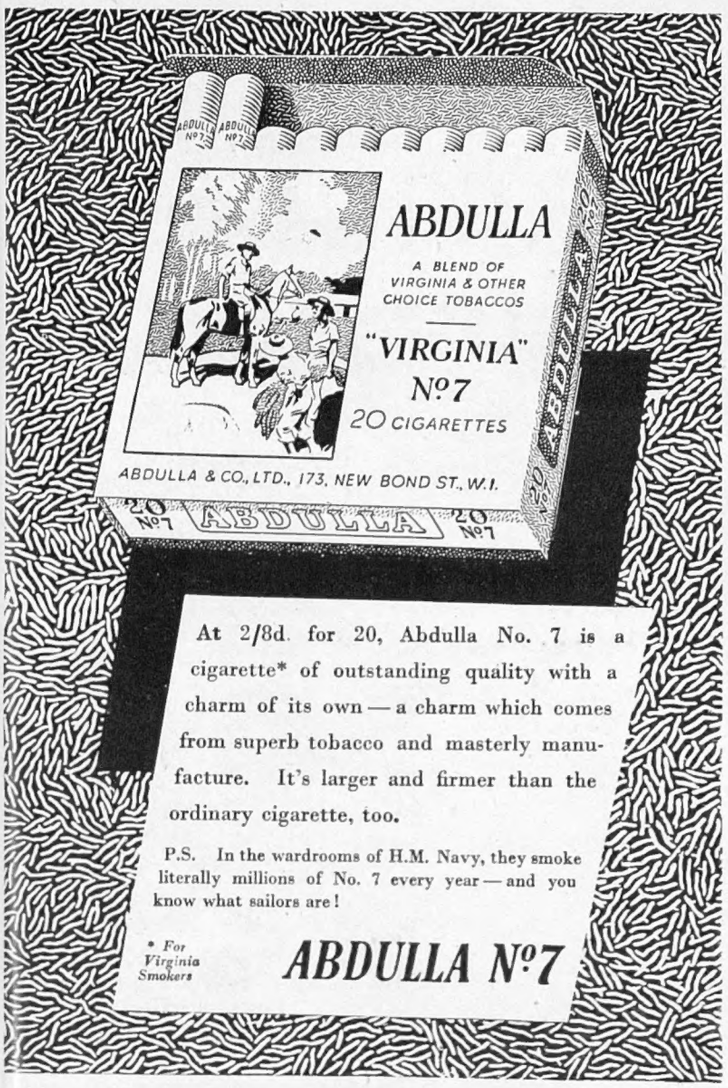

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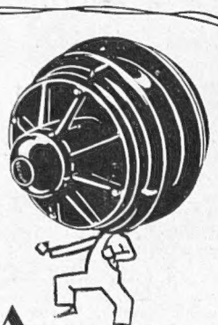

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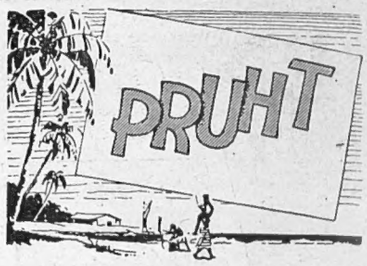

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